

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 1**

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 12/06/2013 Date Received: 12/06/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Clearly, the pristine beauty, wildlife and trail head access are the big reasons to visit Moose-Wilson Road several time a week. The diversity of wildlife along the road in the fall is second to none.

Topic Question 2:

The volume and speed of traffic are always my biggest concerns. Local commuters push the traffic limit on the road. In the warmer months when park visitors arrive, the traffic is awful and some locals get pretty rude with visitors and honk when they can't drive 40 mph on the road. Crowding in the summer and fall stresses the increased wildlife population and speed creates a risk to humans and wildlife alike.

I am especially concerned about the beaver population. M-W Road is one of the closest and most reliable places in the area to find beaver and the road is so close to the dams and lodge that the animals are at high risk.

Topic Question 3:

The road is crowded, narrow, and rough. Fine for viewing wildlife but bad for time-conscious commuters. There are few places to pull off or park and watch the wildlife. Two-way traffic makes it especially dangerous.

Topic Question 4:

I would like to see paving of the entire road, widening where possible, more clear, designated pull-offs and viewing areas and strict speed limits enforcement at 20-25 mph. Speed bumps might help as well as radar speed detection and cautionary signs. Possible a one-way road out of the park is a partial solution to over-crowding?

Topic Question 5:

As with everything in GTNP there are many compromises. The road is part of the park and should be there primarily for the enjoyment of park visitors. Commuters have a right to shorten their drives using the road but not a right to speed and endanger visitors and wildlife.

Comments: Moose-Wilson Road is one of my favorite parts of the park and one that I show to every visitor I host in Jackson. It is unique within the park in its proximity and diversity. It is a treasure that should be valued, protected, and preserved.

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Correspondence: 2

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/07/2013	Date Received: 12/07/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

As a resident of Teton Village, I regularly visit the Grand Teton National Park , the areas along the Moose Wilson Road and ,of course, the areas north of Moose. I enter the Park , AND RETURN via the Moose Wilson Road. I am VERY concerned by talk of making part of Moose Wilson Road one way !!! I wanted, as a Teton Village resident and as a contributor to the Grand Teton National Park Foundation, to register my strong objection to such a plan. This action would represent a major inconvenience to West Side residents and vacationers as it would make it necessary for us to return from our visits to LRP, the GTNP Visitor Center, and all other parts of GTNP by way of Spring Gulch Road or Jackson, adding significant miles and time to our GTNP visits . The major stated objective of this change in the article was to protect wildlife but I have never heard of any wildlife deaths on this road. Furthermore, making a section of this road one way would undoubtedly increase the average speed of traffic significantly on that particular section since drivers would no longer be concerned of meeting oncoming traffic while speeding around the turns. This could easily lead to wildlife injuries or deaths ! Also, this plan would increase northbound traffic on the Moose Wilson Road between the Wilson Bridge and Teton Village (people returning to Teton Village from GTNP) a section where there have already be significant wildlife injures and deaths due to heavy traffic.

If this plan is ultimately implemented, I could not continue to provide financial support to the Grand Teton National Park Foundation

[REDACTED]



Topic Question 2:
See above

Topic Question 3:
See Above

Topic Question 4:
See Above

Comments:

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/07/2013	Date Received: 12/07/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

As a summer/fall Wilson WY resident (5 months/yr):

The opportunity to view wildlife.

Access to Park trails, especially since the access points off of this road are lesser used than those off of the inner Park road. Especially to Death Canyon, Buck Mtn., Phelps Lake, and Granite Canyon.

A short cut to Moose from my summer home in Wilson, WY.

Bicycling the road in early AM when there isn't much traffic.

Topic Question 2:

Too much traffic, moving too fast. It has become a shortcut for commercial vehicles (taxis, fishing guides, etc.).

Congestion on the road due to lack off pullouts to view wildlife that are visible from the roadway.

Topic Question 3:

No

Topic Question 4:

I think that the corridor should be made one-way. This would reduce traffic on the roadway, and still provide access to trails and wildlife encounters.

I also think that speed bumps should be strategically placed on the road to slow traffic. I can live with speed bumps - even though I probably use the road 20-30 times a summer.

I do not think a separate bike path is necessary. It would cost too much to maintain and slice into pristine habitat. I am fine with riding the existing roadway providing that speed bumps or deterrents are in place to slow vehicular traffic.

I think bicycle traffic could be directed to a "bike lane" on one side of the road - and could be bi-directional even if

vehicular traffic is only one-way.

Topic Question 5:

Making the Moose-Wilson Road one-way would probably reduce through traffic on the paved portion from Wilson to the Park entrance. This is a good idea - it might reduce moose and elk deaths on this roadway due to vehicular impacts, and reduce roadway maintenance costs.

Comments: Historically, the Moose-Wilson roadway through the Park was seldom used, except by locals. I have anecdotally noticed a significant use increase in the last 15 years (more or less). I wonder if the increased roadway use has come largely from the advent of commercial wildlife viewing guide services, and the shortcut from Teton Village to the airport during summer months when valley traffic in Jackson peaks, and especially during Jackson road construction (like this past summer). If you can find significant correlative forces through data analysis of Moose-Wilson roadway entrances from both ends of the roadway (is this even possible from the N roadway entrance, since there is no administered "gate" there?) you can make better decisions on the causes of the increase, instead of heuristic assumptions. The best planning decision, that can be statistically defended, should rely on statistics, and not on emotion.

I think that, if you want to reduce traffic on this roadway and keep it safe and consistent with park wildlife resource management goals, then make it one-way and slow the traffic down. Don't straighten the road and/or increase its width - it will only serve to speed traffic flow and increase use. If you want to manage the corridor for more vehicular traffic and faster speeds, rather than wildlife, then my suggestions/comments are not relevant.

Finally, if you establish your primary goal as resource management within the existing constraints, do NOT plan by consensus of the community where conflicts of interest override science, but rather plan by a committee of community members that share your primary goal. Overcome the "economic" arguments by being as transparent as possible within the JH community - both in forums and online.

The final plans should be based on science, not on a community "vote" or a tally of comments. If you can demonstrate that you made your planning decisions based on Park resource management goals, and on the science behind how different roadway scenarios impact Park resource management goals, then the community will buy in.

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/07/2013	Date Received: 12/07/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

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Topic Question 1:
The chance to see wildlife and see them relatively close. I love to pause at the bridges and look up and down the creeks. The pure beauty of the area.

Topic Question 2:
Dangerous driving on a narrow road, trying to accomodate two way traffic. Condition of the road because of the wash boarding makes it difficult.

Topic Question 3:
This is a beautiful area and should be maintained for all but it should demand that you drive slowly to enjoy the area and protect its resources.

Topic Question 4:
I hope access to the corridor continues, but would like to see strictly enforced speed limits, better maintained road. I would love to see it turn into a one way road so there is a designated bike lane, so they can enjoy it as well. I don't think the road should be widened.

Comments:

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/07/2013	Date Received: 12/07/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Wildlife viewing, access to trail heads and direct access to points North without having to drive around through busy Jackson.

Topic Question 2:
Animal jams, paving the unpaved section, adding an adjacent bike path

Topic Question 4:
Vehicle access in both directions

Topic Question 5:
I would like to see the unpaved section paved. It is a dusty mess. I would also love to see a bike path adjacent to the road so I would not have to drive to the trail heads.

Comments:

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/08/2013	Date Received: 12/08/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Through the years, I have enjoyed the beauty and peace of the road,not to mention sightings of animals.

Topic Question 2:

The Wilson road has merely become a Jackson bypass and local commenter road into the park. It now only puts negative pressure on flora and fauna.

Certainly Teton Village contributes to all of this.

Topic Question 4:

I would leave it as is with continuing dust abatement.

I would then suggest (similar to the Preserve) a metered or staggered vehicle use of the road from both ends. I.E., perhaps 25 vehicles on both ends of the road spaced at some determined time spacing.

This might put pressure on the Spring Gulch Road as a bypass, but the pain of increased use must be shared.

Comments:

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/08/2013	Date Received: 12/08/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Road access to Granite and Death Canyons and Static and Stewart Draws and other GTNP...

Topic Question 2:
Traffic jams, Vans and cars blocking traffic.

Topic Question 3:
Excellent natural resources.

Topic Question 4:
I had hoped that winter access to the "JY" ranch area would be continued! Now there is less winter access. I favor more winter access or a return to past winter access.

Topic Question 5:
Pleas consider a multi-use winter access route with plowed vehicle access and groomed ski access.

Additional wildlife viewing turnouts could reduce congestion. (like the effective moose-marsh overlook) maybe at the beaver ponds...?

Comments: Additional winter plowing could enhance winter visitation. I would favor plowing the Teton Park road to String Lake earlier in the season.

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/08/2013	Date Received: 12/08/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I think it has value to me and to others for two broad categories. #1 it is still a road and an important connector from Teton Village to Moose. I use it for commuting all summer long when town is too busy to even attempt transit.

#2 it has wildlife viewing importance- right at the edge between the mtns and the sage flats. Visitors can see all kinds of wildlife.

Topic Question 2:

We need to acknowledge that the two uses above (transit and wildlife) are NOT mutually exclusive. How do we improve opportunities for both parties? We add, not subtract, pullouts, so that through transit vehicles can move smoothly while wildlife viewers can stop. We continue to have the badly-needed traffic managers when the bears are in the ponds (or re-route around the ponds). We have some signs that say "pull off to stop or slow" or what highways in South Dakota say, "delay of three or more vehicles is illegal."

Topic Question 4:

Please do NOT turn any part of the Moose-Wilson road into one-way traffic. This will amplify traffic through Jackson and Spring Gulch Road.

Topic Question 5:

Thanks for asking for input. Hopefully it is not a token process, as much of feedback-soliciting seems to be.

Comments:

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/08/2013	Date Received: 12/08/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Wildlife watching, LSR, hiking opportunities.

Topic Question 2:
Traffic congestion. Lack of parking and roadside turnouts. Interpretive signs and education.

Topic Question 3:
No

Topic Question 4:
Visitor access. More roadside turnouts, parking, hiking trails, and interpretive signs and education.

Topic Question 5:
The road is used by locals and visitors for access and commute. Traffic jams are the norm preventing free flowing access and use. The easiest solution would be to make it a ONE-WAY road with parking on right only.

Yes, a longer commute for the other direction, but worth keeping access and addressing the increase in traffic and use without widening and disturbing habitat. The existing road should be entirely paved.

Comments: Other options could include a new commute road between Moose, LSR and Wilson leaving the existing road as an area access road only.

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/09/2013	Date Received: 12/09/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The opportunity to see wildlife specifically Moose (my wife's favorite). The slow paced nature of the drive and of course the wonderful scenery.

Topic Question 2:

Safety when cars are parked on both sides of road while watching animals. The damage to the area because of cars and overuse.

Topic Question 3:

As much as I love traveling the Moose Wilson corridor I would,for safety and protection of the animals and resouches, understand if a limit was placed on number of cars allowed during peak periods. I would also agree with a modified car pool rule. Only cars with two or more people are allowed except for single hikers.

Topic Question 4:

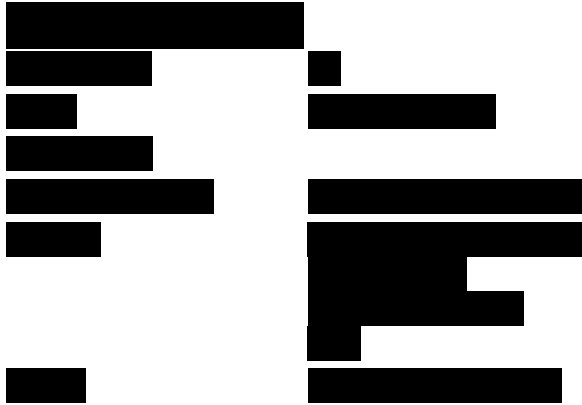
As much as I love traveling the Moose Wilson corridor I would,for safety and protection of the animals and resouches, understand if a limit was placed on number of cars allowed during peak periods. I would also agree with a modified car pool rule. Only cars with two or more people are allowed except for single hikers.

Topic Question 5:

Thank you for allowing the public to comment on what I'm sure will be a controversial subject. Balancing the Protection of the natural resources while providing opportunities for the public to view these natural resources cannot be accomplished without some for us complaining. I would rather the natural resources remain intact and unharmed even if I have limited access to view them. After all if the natural resources aren't there then why would I drive Moose Wilson corridor. .

Comments:

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/09/2013	Date Received: 12/09/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Access to trail heads.

Topic Question 2:
dust and poor quality road on the south end.

Topic Question 3:
Well described

Topic Question 4:
Paving the final southern portion.

Topic Question 5:
Keeping it open to two way traffic so that resources can be accessed easily from either end. And, continue to ban RV's and large vehicles.

Comments: Don't put restrictive wildlife issues ahead of human access. I don't agree with road closures due to bear activity.

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/09/2013	Date Received: 12/09/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The Moose-Wilson corridor is one of the most active spots in the park, and even the entire country, for opportunistic and unparalleled wildlife viewing. In driving just a few miles along the road, one has the potential to see many of the key species that call Grand Teton National Park home.

Topic Question 2:

I believe the biggest concern is how to present this road in the most ideal way for people who want to use the road for its intended purposes, as indicated by Laurance Rockefeller. While it is understandably used as a commuting route for many locals, these people are a minority on the road and need to understand that the majority of people on the road are using it for the reason it was built: to be a scenic and slow-paced corridor through the base of the Tetons, allowing people to take a more relaxed view of the mountains.

Topic Question 3:

Any changes to the road should be minimal, while still taking into account the increasing traffic found each along on the road. This will preserve the fragile ecosystem that is already well intact in the area. Should it be found that the road needs to be moved on the north end, the current route would be ideal as a dirt-based hiking and bike path to avoid affecting the riparian environment near the ponds.

Topic Question 4:

It is my hope that the intimacy of the Moose-Wilson Road will be preserved before it is too late, or before it accommodates the wrong target audience. The National Park Service needs this road to remain calm and quiet as an example that busy parks and seasons can still have their peacefulness. To accomplish this, I believe that speed bumps would make a welcome addition to anyone who uses the road for its intended purposes. The road is not meant to be sped down in a hurry to get to work. The road is for people who want to take their time and look for

wildlife or other scenic wonders. It's for people who have the time to ease their way around the narrow turns and marvel at the natural beauty, or to head into the backcountry. Putting large speed bumps on the road to enforce the speed limit (or even a lower one) will not affect anyone who wants to enjoy the road as it should be used. Those who are speeding through will thus be forced to slow down to avoid damaging their car, or take another route, thereby relieving much of the anxiety, stress, and traffic that negatively impacts the experience for so many. The size of the speed bumps would be much like the ones found driving into Kelly. Likewise, increased pullouts along the road accompanied by unobstrusive signs for the pullouts' use should be implemented to alleviate "bear-" and "moose-jams", allowing for traffic to continue to flow easier should some want to pass the opportunity. Optionally, the signs could also be in the actual size and silhouette of an animal that frequents that particular area with the intent to slow people down during darker hours, causing them to think that it could be a real animal.

Topic Question 5:

It would be difficult to create a new bike trail in the area without ruining much of the surrounding scenery. Should the previously mentioned fixes be implemented, I believe the road itself would wind up being much safer and enjoyable for those on bikes.

Comments: The Moose-Wilson Corridor is a vital passageway through Grand Teton National Park as a slower, more relaxed paced road. As a wildlife safari guide, I hear repeatedly all summer long that people prefer it that way and hopes it remains as such. Expanding the road and/or allowing for more traffic without getting to the heart of the issue would be a massive loss to the integrity and character of the area. The primary cause for stress on that road is that there are too many people simply commuting through, ignoring the entire reason that the road is there. Forcing people to slow down via large speed bumps will cause many to take another route and relieve much of the tension. Those who argue against it need to be made aware of their ignorance. I cannot think of a single photographer, safari guide, tourist, or nature enthusiast who would argue the implementation of speed bumps along the road, especially in critical wildlife areas.

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Topic Question 1:
For myself personally I most value the wildlife and photographic opportunities that present themselves in this area.

Topic Question 2:
There are several as follows:

1. Volume of traffic: There are far too many vehicles on this narrow road.
2. Speed: When attempting to drive at a reasonable speed to view the wildlife, often times you end up being tailgated by a long line of traffic that is in a hurry. They often attempt to pass on a blind curve.
3. Extreme Lack of pullouts

Topic Question 4:
I would propose the following changes: Make the road one way from Moose to the park border heading south. A new road should be built that would connect this road with Hwy 187. The remainder of the road from the park boundary to Wilson would remain 2 way. This would eliminate a lot of the speeders and reduce the volume of traffic on this road.

Topic Question 5:
I respect the job that Rangers and Volunteers perform, and commend them all for a job well done! However a bit of "customer service" training could be useful to a few of them. I have personally witnessed some behavior which leaves a sour tastes in some visitor's mouths.

I think it is easy to forget that some visitors drive a thousand or more miles (myself included) and incur significant expense to see the remarkable sights of GTNP. The visitors should not be yelled at or forced to move (when parked

in a legal manner) along the Moose Wilson Rd.

Comments:

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/09/2013	Date Received: 12/09/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The wild, unspoiled nature of the area and backcountry access. The quietude of the corridor and its slower speed make this a peaceful drive with a more intimate connection with wildlife and the true character of the park's environment.

Topic Question 2:

Just like anywhere in the park, gawking drivers are a safety issue. Instead of pulling off the road and safely viewing wildlife and scenery, drivers have a tendency to continue on, but drive erratically or stop suddenly in the road. With limited sight distances on Moose-Wilson Road, this can be especially dangerous. Education on safe driving habits should include these tips, and not only the need to watch for wildlife and keep a safe speed.

Topic Question 3:

Pretty thorough list. I can't think of anything missing.

Topic Question 4:

It is my sincere hope that the peaceful character of this area remains unchanged. I wouldn't want to see any expansion of the road system (with the exception of a couple of unpaved pullouts in the narrower middle section).

Topic Question 5:

A hiker's shuttle between Teton Village and the trailheads would eliminate some of the parking congestion and overflow at trailheads, especially for longer trips. A nominal fee would be appropriate. And it could be operated on a demand basis (by short term reservation) or perhaps a few scheduled trips at peak usage times and on demand outside of those times. I don't think it would be too difficult to get a concessionaire(s) to do this out of Teton Village (as a sideline of an existing business).

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Comments: This area is a true gem and I'd hate to see it overdeveloped. Best drivable section of the park.

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/10/2013	Date Received: 12/10/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Seeing the wildlife and enjoying the slower pace of driving or cycling.

Topic Question 2:
The road is too close to the wetlands North of the Death Canyon turn-off to the Moose Pond overlook.
The unpaved section between Poker Flats and the old JY entrance is out-dated and not designed to handle 21st century use.

Topic Question 3:
This is an important route for all types of visitors and wildlife through the southern area of GT park. It needs to be kept open, but redesigned for better safety for the wildlife and better use for people.

Topic Question 4:
Relocate the road to the East of the wetlands (south of the Moose Pond overlook), but leave that old road for alternative travel, such as hiking and cycling, just no automated vehicles.
Provide occasional pull-over places, so people can view the wildlife safely, but not create traffic jams by parking in the road.
Pave the unpaved section of the road to cut down on dust and monthly closures for repairs. Keep a slow speed limit and the curves, so car drivers will keep their speed down. Keep the road as a 2-way road through the park to meet the needs of the visitors.

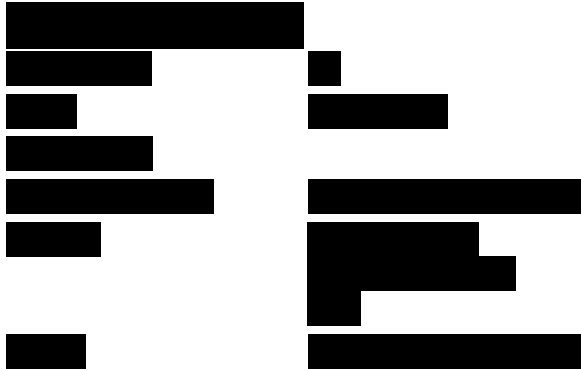
Topic Question 5:

Incorporate the park entrance station at Moose into the Moose/Wilson corridor, so the guests must go through an entrance station to enter the park from the North. This will require a road realignment, possibly through the sagebrush to the West of the present entrance station.

Highest priority is to move the road away from the wetlands (beaver and moose ponds) to a safer place for the wildlife.

Comments: DO NOT CLOSE THIS ROAD OR MAKE IT ONE-WAY.

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Topic Question 1:

I value the incredible scenery and wildlife while riding my road bike along Moose Wilson Road then up to Jenny Lake and back for a perfect 45 mile out and back bike ride.

Topic Question 2:

My primary issue is getting my butt kicked on the unpaved section on my road bike. I participated in the GPS bicycle tracking program this summer and wanted to do whatever I could to voice my support for a separate bicycle path through the preserve to Moose or at least a separate paved pathway adjacent to the current unpaved section. It's a LONG ride on a mountain bike from Wilson to Jenny Lake so I use my road bike but that one section is extremely abusive to your bicycle (and the fillings in your teeth!) as well as downright dangerous after the oil road maintenance.

Topic Question 4:

I'd like to see a paved multi-use path along Moose Wilson Road to Moose or at least adjacent to the currently unpaved section.

Comments:

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Topic Question 1:

I live on the West Bank and the Moose-Wilson road is hands down the best way to get to the LSR Preserve and the Granite Canyon Trailhead. I hike in those areas as much as possible each summer - I love that they're relatively uncrowded, the hikes are spectacular, and the Moose-Wilson road is so scenic. I especially value my trips to the LSR Preserve and all of the hikes that are possible from the area.

Topic Question 2:

I think there are way too many cars on the road during peak season/peak times of the day - being stopped in a car for 20 minutes increases pollution and I'm sure it bothers the wildlife as well. It seems to be the worst at that narrow point where the beavers live. I think the outdoor resources of the corridor are so tremendous, and people should be encouraged to park at a trailhead and go for a walk to enjoy the area instead of taking photos from their cars.

Topic Question 3:

I definitely agree that the corridor is an extremely valuable part of the Park. The solitude and gorgeous hikes are really great.

Topic Question 4:

I hope that it continues to be a less crowded area of the Park, and I hope it keeps its scenic qualities. I really appreciate that the road is two-way - this allows for much easier access to/from Wilson and Teton Village. I think it's really important to be able drive both north and south on the road. I understand that widening the road is not an option - I would hope there's a way to encourage people to pull over in a parking area instead of stopping in the middle of the road. (Maybe provide another parking area somewhere with a nature walk loop to the most popular parts of the road?) A gate at the north entrance of the road with that information might be useful too - so that people know where they're driving.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Topic Question 5:

I love the Moose-Wilson road and it's been a huge part of my summers since I've lived here. My favorite early morning (before work) hikes start from the LSR preserve. It's a great way for people to enjoy the Park without committing to a full day of driving and being in more crowded areas (Jenny Lake, etc). I do think the road is reaching capacity with cars at certain times. Would a shuttle to the trailheads be an option from both entrances? I would totally take a shuttle if that could be an option to cut down on traffic mid summer.

Comments:

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Author Information

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Notes:

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Correspondence Text

Topic Question 1:

I like the narrowness of the road as it winds through the forests and the willow stands, forcing one into slowing down and enjoying the ride. I'd hate to see that change. Development generally has an adverse effect on wildlife and the diversity of wildlife and the diversity of any one species' gene pool and I feel the road would feel much less 'wild' if developed. On the other hand, my experience is that stopping development and 'improvements' is like shouting into the wind. With fuel-generated vehicles being allowed into the National Forest now, the Park is about all we have left. I'm sure that John D. Rockefeller would agree with me. It doesn't seem to both the JH residents that the road is closed in winter. We feel good about leaving it to the wild things (and the Rockefeller family, I suppose).

Topic Question 2:

There are no issues. The (occasional) bumper to bumper traffic is better than fluidly moving vehicles at speed on a beautiful winding road, flying past the wildlife or hitting a bird or mammal. Why do you think there IS an issue?

Topic Question 3:

It is perfect just the way it is, as long as the bridge stays in good repair.

Topic Question 4:

All current aspects should continue without major change, only maintenance. No changes are needed. It's too bad we've lost the dude ranches along the road as well as some of the residence. I'm against homogenizing the experience.

Topic Question 5:

It might be nice to have these well-thought-out comments considered.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 19**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/10/2013	Date Received: 12/10/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Wildlife- -500 elk, moose and wolves that inhabit Snake River floodplain

Topic Question 2:
Road needs to be a north-south passageway 24/7. A one way road would lead to speeding and car accidents in other parts of the park as people raced to get back to the 'inside road' before it closed. Needs a bike path to oomplete the valley loop. Road could be shifted east at Poker Flats but certainly at Rockefeller Preserve all the way to Sawmill Ponds to keep it away from Beaver Pond congestion area. Road could be separated into two sections to make it safer for both motorists and animals especially in areas where animals are crossing the road from steep banks and moraines

Topic Question 3:
One of the most valuable parts of the park for Wilson and Teton Village residents and visitors. You need to take a long-term view on how you develop the Moose-Wilson road. It could be one of the most spectacular small roads in North America if you do it right!

Topic Question 4:
Keep parking restrictions in place at Rockefeller Preserve to alleviate crowds at Phelps Lake

Topic Question 5:
Make it possible for visitors to park along the road at scenic locations. Let people slow down and enjoy this area rather than just racing through because there are no pull-outs.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 20

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/10/2013	Date Received: 12/10/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Observations and encounters with wildlife.

Topic Question 2:
Excessive traffic, Limited room for parking/stopping

Topic Question 3:
The road as is is wonderful. It would be nice if it could be paved, but not if that results in increased speed or traffic. While most of the road does not offer views of the mountains, it does offer close access to wildlife habitat for those that are not back country capable...

Topic Question 4:
Limited traffic, Low speed, and narrow (close to everything) corridor all make the road an excellent place to view wildlife. Some parking areas that would allow stopping and observing would be desirable. Of course there seems no way to make enough space to avoid bear jams and similar congregations when wildlife is present.

Topic Question 5:
The best suggestion I heard while there this fall was to make the existing moose-wilson rd one-way and build a new road south of the park and north of jackson to connect back to the main highway. I understand the Jackson Business bureau does not like that because they fear people may bypass town, But I believe it is still by far the best option. Building/upgrading the existing road through the park with all that wildlife is a bad idea.

Comments: Thank you for the chance to make input. The person(s) who informed me and my wife about changes and options were "wildlife tour operators", so they have an investment in this. But it does seem the best option. We

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were there in late september, so traffic was likely off peak, and wildlife in that area was at a higher level. We did encounter a few traffic jams on the w-m road, and a few 'locals' in a hurry and not appreciative of the 'viewers'. I know there will be some locals that are short sighted, but the park and the corridor are national treasures (now) and the vast majority of the locals live and prosper on the value of the park (although it is not uncommon to find a place that lives off tourists with some locals that do not want the tourists). Good Luck and I hope for the best, even if it is not cheap.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 21**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/11/2013	Date Received: 12/11/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value the opportunity to possibly see wildlife in areas along the corridor.
I enjoy being able to access the trail system adjacent to the corridor.

Topic Question 2:

Having visited the Moose-Wilson corridor several times, I feel that the most important issue affecting the corridor is vehicle traffic. Driving on the road is very dangerous to park visitors, park employees and the wildlife that frequent the area. Because of the semi-primitive nature of the road itself, it is very difficult for the park employees to safely manage the corridor.

There are just too many motor vehicles on the Moose-Wilson corridor road to truly enjoy the the experience.

It is very dangerous for bicycles to ride on the corridor road.

It is very difficult to find parking at the Rockefeller Preserve. It is very frustrating to drive out there and not be able to park and hike the trail system.

Topic Question 3:

I value the semi-primitive nature of the road. I enjoy viewing the variety of wildlife species that frequent the area. I truly dislike the amount of motor vehicle traffic on the corridor road.

I enjoy hiking the trail system from the Laurance S. Rockefeller Preserve.

Topic Question 4:

I want to see the semi-primitive nature of the Moose-Wilson road remain as it is. I do not want to see the road improved to manage more motor vehicles.

I want to see all private motor vehicles eliminated from driving in the corridor.

I would like to see a bus shuttle system with planned bus stops for people to get out and enjoy the area. This would

eliminate many of the problems affecting the enjoyment and management of the area.
I would like to see bicycles allowed on the corridor, which is now too unsafe because of the high volume of motor vehicle traffic.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 22

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/11/2013	Date Received: 12/11/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Lower traffic, slower traffic. Minimum impact on the wildlife. I like the fact that the road is not paved and that the traffic is limited excluding certain vehicles. This keeps this part of the park accessible but minimizes the impact.

Topic Question 2:

The amount of travel seems to be increasing which will have a detrimental impact on the area.

Topic Question 3:

The corridor is a special part of the National Park giving access to the recreational area mentioned. However I believe that maintaining the area in a more "primitive" way will discourage overuse.

Topic Question 4:

I would hope that the road remains open to access the areas that are along the road. At the same time I would like to see some restrictions. The road should remain unpaved with a slow speed limit (20 - 25 mph). Open to only smaller vehicles (no motorhomes, towed RVs, trucks larger than "pickups") and bicycles. I believe the road should be one way (north to south) and only be no wider that it currently is. I understand that some businesses are not in agreement with this but the national parks should conserve the wild nature as much as possible while still making areas accessible. A delicate balancing that should always tilt toward conservation.

Topic Question 5:

Increasing traffic and the speed of travel would be a mistake. This would reduce this areas' appeal and likely negatively impact the wildlife and therefore the chances of encountering same.

Comments:

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 23

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/11/2013	Date Received: 12/11/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The main value, to me, of the Moose Wilson road is access to destinations. I appreciate that it is scenic and filled with wildlife and sometimes find myself driving it just for those viewing opportunities. But mostly it is to access trailheads, the Rockefeller VC, or to get between the park and Teton Village area. To sum it up, I suppose ACCESS is what I value most about the MW corridor.

Topic Question 2:

Traffic definitely and places to stop, from there it leads to flow and dangers with stopped traffic and tight spots. There should be additional wildlife viewing opportunities, AWAY from the road but accessible by vehicle.

Topic Question 3:

Out of the listed resources and values for the MW corridor, the Geologic Process and Cultural History and Resources are what I identify with the LEAST. Having traveled the corridor countless times, I do not remember thinking of geology a single time. Though I understand that geology does impact that area, I think of geology more when on a trail, lake, or when the peaks (rocks) are more visible. The Rockefeller preserve is a wonderful gem of the park and I am so grateful it was set aside in the manner that it was. In relation to the rest of the park though, I think more of cultural resources in regards to Menor's Ferry, Cunningham Cabin, Moulton Barn, etc.

Topic Question 4:

Travel through the corridor. I shudder to think about access being closed off along that corridor. Access to the trailheads and other features along the way. Wildlife viewing ops. Though I find that wildlife viewing is secondary to the reasons I travel the corridor and often the traffic around a wildlife jam is so bad that I pass it by, instead of enjoying the viewing opportunity. Off road parking and viewing opportunities are sorely needed.

Topic Question 5:

Though unsure whether this is feasible or what impact it would have. A bike path along the corridor would be a really amazing way to travel in that area.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 24

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/12/2013	Date Received: 12/12/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The scenery and the wildlife and the slow pace and the diversity of the ecosystems. I value the access to the amazing trails in this corridor. I also value being able to drive through the riparian corridor to see the vegetation, birds and potentially animals up close, but I would value it more if biking were safer through there. I value going slow and steady because it means we're all there to take it all in. I also appreciate the access to Wilson. Sometimes I want to go to Wilson and skip Jackson. Personally, I don't care about the history of the dude ranches in the area at all - I only value the wildlife and ecosystems.

Topic Question 2:

Safety and restoration of ecosystems are the number one priority for me. I think that access for bicyclists and pedestrians should be prioritized over cars! I think people drive too fast and I worry about other drivers' safety as well as wildlife safety.

Topic Question 3:

I think the aquatic, wildlife, geologic and other natural resources are the most important part of the Moose Wilson corridor. I don't consider the history of the dude ranches to be part of the fundamental resources of the area.

Topic Question 4:

The integrity and sustainability of the natural resources of this area are number one. Any changes that preserve this. I would NOT support the building of new roads for cars, but would support more trails in the area! I love the relatively new Rockefeller center (especially since it's more energy efficient) and the associated trails.

Topic Question 5:

Any new structures should be as energy efficient as possible and no new accommodations for more cars should be

made in this area. Thank you - it's gorgeous and one of the best parts of the park!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 25**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/14/2013	Date Received: 12/14/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
I enjoy the hiking access and ability to drive to moose through such a beautiful area

Topic Question 2:
finding a way to protect the corridor while continuing to maintain access

Topic Question 3:
na

Topic Question 4:
maintaining access while taking some steps to protect the resource.

Topic Question 5:
the corridor is one of the main attractions of the area. I have a home in JH and often take guests there for hiking or sight seeing. perhaps make the corridor one way on alternate days?

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 26**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/15/2013	Date Received: 12/15/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Access to the Rockefeller Preserve, the aspen groves and hiking.

Topic Question 2:
The parking situation is a problem. Both at the Preserve and at the trailheads. Also, the invasive plants seemed to have taken over the first mile of the Death Canyon trail. Should some effort be made to control these?

I also do not think that developing or preserving an old guest ranch is historically significant. I recommend removing it. Just because it was there before does not mean it should be preserved.

Topic Question 3:
Nothing to add.

Topic Question 4:
Better parking. The concern I have is that if it is significantly improved, it will result in over use.

Topic Question 5:
Given limited resources, the priority should be the parking. Not necessarily more parking, but certainly better parking. (Could they add ten more spaces at the Preserve, however?) Also continue to take care of my favorite park.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 27**

Author Information

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 12/16/2013 Date Received: 12/16/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I would value the up close beauty of nature, but, there is too much auto traffic to do so.

Topic Question 2:
There is too much automobile traffic on the Moose Wilson Road within the National Park.

Topic Question 3:
no.

Topic Question 4:
I would like to see a reduction in traffic on the Moose-Wilson Road inside the National Park. Bicycles and Pedestrians only, would be great!

Topic Question 5:
Close the Moose-Wilson Road within the National Park to 2-way traffic.

Comments: Thx to whomever will read this.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 28**

Author Information

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 12/17/2013 Date Received: 12/17/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The rural aspect of the road AND the fact it is a shortcut from Wilson to the Park.

Topic Question 2:
Bicycle traffic - way too dangerous.
People speeding and trying to pass cars

Topic Question 4:
Would like to see it remain as is, a scenic country two-way road.
Bicycle traffic should not be allowed during July and August.
Enforce the speed limit; more rangers patrolling the road during peak times.

Topic Question 5:
Not sure if there is any way to keep traffic moving during moose and bear 'jams' when people are stopped right in the middle of the road, but it would be nice if there were...when Rangers are around I know they try their best!

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 29

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/17/2013	Date Received: 12/17/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

We have visited the R Lazy S Ranch since 1988. The wildlife and the serenity of the area, is a treasure. Our rides frequently take us across the Moose Wilson Rd and we have had the pleasure of riding near elk that are accustomed to our presence. They simply look at us, and being on horseback, pethaps we are less threatening, probably because i know they have grazed in the same pastures. In other words, our rides do not impact wildlufe negatively. There is a calmess that doesn't stress the animals.

Topic Question 2:

Increased traffic is a concern. We have noticed that there is a dramatic uptick in visiors. There have been traffic jams in a certain waterway where moose frequent. The topic of putting in a bike bath is problematical because many trees would have to be cut down. Also the speed of bikers and the fact that a swift quiet bike could startle wildlife, driving them onto the road where they could be hit and killed, is a concern. Bikers have an open area north, below the Tetons, that is wide open, and much more suitable terrain. The Moose Wilson Rd is contained in a narrower corridor.. Anyone who has ever walked on an East Coast boardwalk with bikers, understands how treacherous they can be.

Topic Question 4:

I would maintain the road for cars, but discourage bikers.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 30**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/19/2013	Date Received: 12/19/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Although my visits two or three times per year to the Teton-Yellowstone region are always unique I find that the wildlife in the Moose-Wilson corridor to always be waiting for the ever patient photographers. The color and variation is constantly different from year to year and is always exciting in its own right.

Topic Question 2:

Every fall there are two issues that the Moose-Wilson corridor has to face. It seems that the need to burn and protect the forest always happens in the fall and the air quality suffers and those of us who have traveled to the region suffer. The second issue and the larger issue is traffic flow. Perhaps I refer to the lack of traffic flow. One direction traffic would ease a lot of the problem but would require more numerous and larger parking areas that are off road so that visitors can hike to what they chose to see without difficulty. Encouragement by the ranger population will only work if large tickets and fines are enforced. Most visitors are there for a brief time and so if they create congestion or other problems do not care. Ticketing would cause them problems and they may decide to care. It could also supplement the National Park depleting fund base.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 31

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/20/2013	Date Received: 12/20/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

This corridor provides an opportunity to more personally connect with the nature of the park. As opposed to other areas with high speed traffic, bike lanes and buses, the Moose-Wilson corridor gives one a chance to have fairly easy access, yet without the "over-trod" aspect of some other areas. The wildlife resources are unique in scope. The variety of habitat is quite broad. In this section, you will find the people who are really "living" the park experience, not just driving through.

Topic Question 2:

- 1) I am concerned about increased traffic. Please keep the road in or near it's current state.
- 2) I am concerned about a bike path. There would be extensive environmental damage in construction, and it would fundamentally alter the nature of the region. It seems there is ample resource for bikers elsewhere.
- 3) The horse trails used by the R Lazy S are well maintained, and extreme care is taken to respect the park and its visitors. I believe the R Lazy S should be allowed to continue it's use as is.

Topic Question 3:

Access without abomination. For those willing to take a little more trouble, the rewards are great.

Topic Question 4:

Keep the road small please. Avoid bike lanes. Continue to allow the responsible use of horses. As far as changes, I think it it nearly perfect as it is today. Several years ago, I was against the restriction of trailers, but now I see the wisdom of that decision.

Topic Question 5:

Your park is a gem. Diversity of experience is necessary to allow enjoyment by more people than those just "passing

through". I believe that access is important, and that you provide that today. Creation of a high traffic process through the area, I believe, would be a disaster for flora, fauna and those patrons who relish the M-W corridor.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 32**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/20/2013	Date Received: 12/20/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
It is part of how I have always experienced the park. I love the "back entrance" local feel of the moose wilson corridor

Topic Question 2:
Park officials trying to "fix" things. Often times they only screw things up

Topic Question 3:
Please leave the local people alone. And stop closing half of Jenny Lake for repairs.

Topic Question 4:
would be nice to understand what the park service's primary concerns are other than vague traffic issues

Topic Question 5:
I would like to ask the park officials to stop bieng the park police. They seem not to be interesting in serving the public that pay their taxes but more interested in restricting tax paying public

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 33**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/21/2013	Date Received: 12/21/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

The natural beauty. The opportunities to view animals. Access to the Laurance S. Rockefeller Preserve. Access to Death Canyon and Granite Canyon trail heads.

Topic Question 2:

There is way too much traffic. Visitors are getting much too close to animals for the well-being of the animals, and they are impeding passage. This prime bear and moose habitat. The bears rely on the berries in the area for food to get ready for the winter. Some drivers go way too fast. There is not enough room for bicycles.

I have heard there is the possibility that the road will be relocated farther to the east toward the Snake River. This makes sense. It would be great to also include a protected bike lane, so that there would be a completed loop that includes the bike path from Rt. 22 to Teton Village, the path from Jackson to the Teton Village road, and the path from Jackson to Moose.

Topic Question 4:

Continue access to the Laurance S. Rockefeller Preserve, Death Canyon and Granite Canyon. Preserve the woodland feeling.

Move the northern end of the road east, away from the foothills and wetland. Keep the road open to two-way traffic. Add a protected bike lane.

Topic Question 5:

The Park needs to balance the protection of wildlife with the needs of visitors and locals. Protecting wildlife is essential. The road is an important link between Teton Village and the Park. It is also the only way to access the LSR and the two trailheads. In addition, many bicyclists use the road. Any changes must be sensitive to all these issues.

There was once a proposal floated by the Park to make Moose-Wilson one way. That would be disastrous. It would disrupt the current flow of traffic and force more vehicles through Jackson or onto Spring Gulch Road, both of which already have more traffic than they need.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 34**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/21/2013	Date Received: 12/21/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
access to Death Canyon trailhead for hiking in Summer, XC skiing in Winter. Access to LSR and Granite Canyon for same reasons SSummer and Winter..

Topic Question 2:
traffic jams for wildlife sightings during high season tourist visits.

Topic Question 3:
nno

Topic Question 4:
two way access during summer and closures in winter as at present.
in the future, if the traffic pattern is to be changed, a BIKE PATH would be awesome. It's not rideable by Bike at present... it's dangerous and rough road a good part of the way from TetonVillage.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 35**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/24/2013	Date Received: 12/24/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The solitude.

Topic Question 2:
Motorized vehicles and associated smell, noise, dust and subsequent road maintenance causing more of the same

Topic Question 4:
CLOSE THE ROAD.
Have vehicle parking at Granite and Death Canyon.
In between is open to bicycles and pedestrians.

Topic Question 5:
Just please close the road.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 36

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/26/2013	Date Received: 12/26/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I value the views, the wildlife, the trails, the peace and quiet.

Topic Question 2:
I believe the traffic gets worse and worse every year. The road is being used as a corridor to the airport by taxis, vans and private vehicles. They all seem to be in a big hurry. I am hopeful that the commercial interests do not prevail in the Park's decisions about possible changes in the Moose Wilson Road. My second comment regarding the proposed bicycle path is that if the road remains as is, and the speed limit is reduced to 15 miles per hour, the problems with danger and traffic for all of the peaceful users, including bicycles, will be solved. If the road was well patrolled and speeding tickets were issued there would be no need for straightening, changing, paving the road and/or building a bicycle path. It is a PARK ROAD not a highway.

Topic Question 3:
The only place where I believe the road needs improvement is at the northern end, where the marsh is close to the road. This is often filled with wildlife and there is not a safe place for viewing.

Topic Question 4:
I am so happy that the Rockefeller family is still passionately involved in preserving the land. I think they have some power to prevent paving the road, straightening the road etc. Personally I would rather see them "take back" their gift than see the wildlife disappear and the beauty of the surrounds destroyed.

Topic Question 5:
Leave the road alone except for maintenance, slow down the traffic, have consequences for speeding, perhaps add some mirrors for the curves, don't build a bike path in there, improve the horse trailer parking, continue to improve

and preserve the sagebrush flats. Don't waste the Park funding on this because of outside pressure!

I hope to be at the meeting. Maybe I will scream all of this out loud!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 37**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/27/2013	Date Received: 12/27/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I am always struck by what prime habitat it is for the local wildlife, i.e. the water, trees, berries, etc., and how the heavy traffic on the road is so invasive to their well-being and quality of life.

I also value the road as a route to Teton Village, Death Canyon and Granite Canyon trailhead and the LSR. We live 8 miles north of Jackson so it is our primary access to these spots.

Topic Question 2:

We need to re-route the road and turn the area over to the wildlife. It is primary habitat.

We also need to re-route it for safety, of wildlife as well as humans. There are too many cars on such a narrow, curvy road.

We also need to seriously consider closing the bike path loop by including a bike path along with the re-routed road. It would lessen car traffic(thus noise, pollution, chaos), attract more people to enjoy the outdoors and get close to nature and serve the local community very nicely, both transportation-wise and by attracting more visitors to the area.

Topic Question 3:

There is always the challenge of balancing the mission of the Park with the wants and needs of the local community and the many visitors to the area.

It is obvious it is in the best interest of the Park's mission to re-route the road for the well-being of the wildlife and the prime habitat.

It also seems obvious to me that, for the well-being of the community and visitors to the Park and the community the road should remain a two-way road and should have a bike path. These are critical issues, not just for convenience,

but for safety with regard to ambulances and fire trucks. Making the road one way would leave us with an outstanding issue that would just have to be addressed at a later date.

Topic Question 4:

SUMMARY:

Move the road to the east, through the sagebrush.

Include a bike path.

Keep the road two-way traffic.

If we fail to act on these 3 important issues, we will be creating a chasm between the Park and the Community that will hurt us all in the end.

Topic Question 5:

I understand the difficulty of making all this happen, appreciate the opportunity to submit my remarks and concerns and hope you will stay open to working with the Community as you move forward. It really does matter. If you keep the interested parties involved from the beginning then we ALL own it. If not, we end up leaving a trail of anger and bitterness behind that can cause trouble for years to come....for the Park and for the Community. Good luck and if I can be of service, please let me know. I love GTNP and give a great deal of my time and money to help keep it the wonderful place that it is, for now and for my grandchildren, great-grandchildren, etc.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 38**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/28/2013	Date Received: 12/28/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I enjoy the wildlife, the marsh and stream, the mountain vistas. Also, it is the route to great trails like Death Canyon, Granite Canyon and the LSR.

Topic Question 2:

Protecting the wildlife, security of the tourists, access from Teton Village to Moose and Moose to the Village, ETC. Available route for emergency vehicles. Completing the bike loop.

Topic Question 3:

There are two main priorities starting with the priorities for the park and then including the priorities of the community (the city of Jackson and the Teton County). In some areas there is a conflict between the Park and the Community but both exist and a reasonable compromise must be found. A route change to protect the wildlife and two way traffic with a bike path to meet the needs of the Community. Safety for wildlife and security for tourists and the community must be achieved.

Topic Question 4:

Move the road east to protect the wildlife and make it two way with a bike path to meet the park visitors and the community needs. A sharing of the cost between the Park and the city of Jackson and Teton County seems reasonable.

Topic Question 5:

It seems the park should identify what the Park only solution would be and then add the solution required for the city

of Jackson and Teton County. This would be an ideal Park and Community project with some sharing in the cost of the project.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 39

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/30/2013	Date Received: 12/30/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

This corridor has had a long and amazing historical background. Since the 20's it has been used by many different dude ranches and has offered many extraordinary opportunities to explore by way of hiking, horseback riding, and scenic driving. It is one of the most unique areas of the park offering a variety of ecological communities and wildlife.

Unlike other developing visitor areas of the park, this area remains relatively calm, without the traffic of too many visitors on foot or on horseback. This allows the existing diversity of wildlife to co-exist with visiting observers. It continues to maintain one of the largest herd of elk in the park. This calmness is allowed to exist because of the limited and controlled access to this corridor. We hope, in the planning stages, this type of access is continued.

Obviously, one of the greatest visitor impacts to this corridor is vehicle traffic. Through advertising, even by the park itself, this corridor has become renowned as an excellent and easy viewing portal for wildlife from the comfort of one's car. We hope that this use can continue despite the wildlife traffic jams that are created. These traffic jams are simply a by product of using this road for wildlife viewing. It creates it's own problems, however, as conflicts between vehicles, visitors, and wildlife increase. One-way access or limited access may have to be viable solutions to limit traffic and wildlife confrontations.

In conflict with this use, the road is also used as a link between the southern Granite Canyon entrance of the park to the northern South Park entrance. Any complaints from drivers using the Moose-Wilson Road for this purpose is unfortunate and unnecessary, since the road is not intended as a convenient thoroughfare. Never the less, it creates additional traffic and stress on this corridor and solutions to resolve this conflict may be difficult.

If, however, the park is forced to reduce the traffic flow on Moose-Wilson Road, we are concerned about the

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eventual consequences of the county being pressured to build a north bridge across the Snake River. Even though this would not exist in the park's boundary, it, by itself, will create undeniable damage to the wildlife corridor in this area.

Topic Question 2:

Several important issues concern us regarding the Moose-Wilson corridor. Vehicle traffic is the main concern since it may impact the existing abundance of wildlife existing in this area.

Secondly, in exasperating the issue of wildlife conflicts, is the potential issue of allowing bicycle traffic in this corridor. We are heavy proponents of bicycle riding in the valley. We just don't think this corridor is the right place for them.

Allowing bicycle pathways in this corridor is concerning and we believe conflicts with the park's desire to protect this area's resources. With the potential of over 3000 trees being removed and acres of pristine historical wooded area to be damaged, it makes no sense to us and we hope the park is able to stand up to the heavy lobbying being done here as well as Washington. With perhaps only 5% of park users potentially using the bicycle paths, we just don't see the benefit.

Topic Question 3:

The newsletter was excellent and outlines well the resources and values intended for this corridor. One of the comments made was the concern over the balance of providing wildlife viewing opportunities while minimizing human interactions and the associated dangers. Because this is such a narrow road with visitors literally leaving their vehicles in the middle of it, perhaps there may be options to minimize these problems. Not that we need more signs, but perhaps a warning that you must keep driving and to not exit your car except in designated turnouts. Otherwise, a fine may be given. With so many new visitors accessing this road, this solution may not be viable.

Topic Question 4:

It is very important to keep the historical, rustic, narrow winding, slow driving experience of Moose Wilson Road. Other than slow traffic issues, the current road does not appear to cause vehicle accidents.

It would be helpful to understand the park's reasoning in the reduction of turnouts on the Moose-Wilson Road. We can imagine why in certain areas, but more explanation would be helpful.

The Granite Canyon Entrance Station is unfortunately just a fee and information station. Any additional enforcement resources needed in the southern end of this corridor is always lacking. It would be helpful if the personnel in the Entrance Station could be made available for nearby enforcement issues (bicycles on trails, dogs off leashes, cars parked off road on trails, etc)

Topic Question 5:

No one is saying there is an easy solution for this corridor. Perhaps the easiest solution is to develop ideas to maintain the road as it is, rather than introduce new elements such as bicycle paths that may exasperate the problems we currently have.

Grand Teton National Park obviously has a mandate to protect the current park's resources while at the same time providing recreational and educational opportunities. However, if the park's resources are in danger because of providing visitor enjoyment, the resources take precedence.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 40**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 12/30/2013	Date Received: 12/30/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Pristine forest primeval. Garden of Eden for wildlife.

Topic Question 2:
Visitor/wildlife encounters - how to both preserve and manage safely other than shutting road down.

Topic Question 4:
Bi-directional travel, better road condition on unpaved portion, more roadside pull outs for slower cars to allow others to pass or for roadside viewing. Need bike path to complete the circle.

Topic Question 5:
Don't make it one way.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 41**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/02/2014	Date Received: 01/02/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The value if the Moose Wilson corridor is a door to GTNP and the LSR preserve to access these areas of trails and all they have to offer. Having the opportunity to experience the wildlife and beauty that is uniquely ours at close hand is a blessing and not to be taken for granted. The solitude of the seasons and all that it has to offer at close range, being "remote" yet easily accessible, the quietness, the ability to see and hear the beauty of nature and it's animals from trails.

Topic Question 2:

Of main concern is the "short-cut" to the airport. This was not intended for the purpose of a thoroughfare, but for the access and experiencing of all this area has to offer. There are already "traffic jams" and few places to park at trail heads especially if you are pulling horse trailers.

Topic Question 3:

Please do not allow this area to be spoiled by commuters. This was and is not the intent of this road.

Topic Question 4:

I would like to see the shortcut to the airport eliminated. Just plan a little more time and go around, or take more time and enjoy the Park and Preserve.

Replace the short trail from the bridge back to Poker Flats parking lot.

Add horse transverse through LSR Preserve.

Keep trailer parking at the Whitegrass entry.

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Maintain current riding trails between Phelps Lake and the Moose Wilson Road.

Topic Question 5:

I am proud, as well as grateful, for the opportunity to be a part of Jackson and it's planning for the future generations. A wonderful job has been done protecting this area while developing it to it's potential. Let's maintain this uniquely pristine jewel of our Hole.

Comments: A National Park or a Preserve was and is not intended for a transportation corridor. The Moose Wilson Road was intended for access, NOT a thoroughfare. How long before it becomes so popular as a short cut that the wildlife retreats - all for the sake of impatience and greed?

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 42**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/02/2014	Date Received: 01/02/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Scenic beauty and wildlife within close proximity of Wilson and Jackson; exceptional horseback riding affording the benefits and restrictions of park management (ie: no bikes or ATV or dogs on trails, pristine environment, minimal traffic, designated parking.) I feel great paying my National Parks pass knowing it is allowing me access to unparalleled riding and hiking to multiple trailheads virtually in my "backyard". Poker Flats relieves much of congestion of multi use trail use at Cache Creek.

Topic Question 2:
The M-W road should not be seen as a "road" for commuting or short cutting...it is not a route, but rather a wildlife and recreation corridor, that deserves respect as such. Issues are traffic and purpose and the balance between recreational use and the preservation of wildlife habitat. Speed limit, road maintenance,limited parking, pull offs for safe wildlife viewing, public education.

Topic Question 3:
Excellent job. Thorough and unbiased. Although difficult to understand how values will translate into real life use.

Topic Question 4:
Maintain access for horseback riding, hiking and all trailhead access. Do not pave road. Shuttle busses to RPreserve if study shows that traffic has increased significantly to access Preserve. One way access to R preserve? Shut down part of road so it is not a thru short cut to Village.

Horseback rider issues: Need maintained designated space for trailer parking at head of Poker Flats. Need clear understanding of official legal trail system for riding that includes multiple routes, loops of various lengths and approved links with hiking trails.

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Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 43**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value the moose Wilson corridor for it's country rd feel and lack of high speed traffic making it a safe haven for wildlife, bikers and pedestrians

Topic Question 2:

The most important issue is connecting the missing link in the bike path network.

Topic Question 4:

Separation of bike/pedestrian traffic and automobile traffic.

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 44**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Viewing wildlife. But without a bike path my family and I are forced to contend with distracted drivers and this is potentially very dangerous.

Topic Question 2:
The most important issue affecting the Moose-Wilson corridor is its lack of a bike path. I would like to see a complete bike path developed and maintained for families, individuals, tourists and locals to enjoy a safe, healthy and fun GTNP experience on non motorized vehicles/bikes.

Topic Question 4:
I would like to see a complete bike path along the Moose-Wilson corridor so my family, friends, visitors and I can enjoy a motor free GTNP experience that is safe, fun and not contributing to pollution in the atmosphere.

Topic Question 5:
I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. To have a 3.5-mile gap within a larger 30-mile loop seems ludicrous and would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems. My family and I would use it regularly and would share it with visitors. Thank you.

Comments:

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**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 45**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

It is the most beautiful road in the Park as far as I'm concerned and cyclists should have a safe trail to ride on to avoid accidents with vehicles. This bike path would benefit the cyclists AND the drivers who have to constantly be on the lookout for wildlife as well as traffic. The road is too narrow for cars and bikes together. Everyone should have the opportunity to enjoy this road whether in a car, on a bike or on foot.

Topic Question 2:

This discussion has been going on way too long and the pathway just needs to be built. The pathway from town to the Park and from Dornans to Jenny Lake has proven this is an excellent way for people to enjoy the park without being in a car - and there is NO impact on wildlife. It's time to move forward.

Topic Question 3:

Again this is a SAFE way to bicyclists to enjoy the outdoors and access the Park from Teton Village.

Topic Question 4:

If the road needs to be moved away from the hill and closer to the river to avoid flooding/wildlife, that is fine. The road and the bike path need to be a reality for easy access from the West Bank to the Park.

Topic Question 5:

Let's get it built! Thank you!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 46**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

As a heavy user of the pathways system and a frequent visitor of GTNP, The Moose Wilson road has always been one of my favorite parts of the park. I love the slow, wild and meandering nature of that section of road.

Topic Question 2:

The ability to walk or ride a bike safely through that section would be so special.

Topic Question 4:

I hope that now matter what happens with the moose-wilson road, that it doesn't lose it's character as a quiet wooded 'Sunday afternoon drive' stretch of road.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 47**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
When traveling the Moose-Wilson corridor I value the feeling of being close to the natural environment. This is mostly due to the limited traffic and the actual proximity of the trees, hillsides and water features.

Topic Question 2:
Traffic and safety are the most important issues. Even though there are signs indicating a narrow road, I still see RVs and vehicle with trailers on the road. Also since there are not many turnouts, the road tends to get completely blocked whenever wildlife is near. I would propose one lane of traffic (which direction is unimportant to me), which would allow the rest of the roadway to be bike lanes (both directions) and parking space. That would eliminate congestion and still allow access to the area.

Topic Question 4:
I think it is vital to maintain vehicular access in this space. In the event of an emergency that causes damage to one or more bridges along the Snake River, this corridor would become a vital transportation corridor.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 48

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Beautiful Scenery and rural/rustic country road character. This is one of my favorite biking loops.

Topic Question 2:
I believe that the current road should be preserved as it is. It is a traditional part of the park. A safe and separate access for bicyclists and pedestrians should be provided. This access could be unpaved as well, as long as it is separate. This will allow a complete pathway loop that is safe and accessible for all.

Topic Question 3:
Please preserve the corridor as it is but include a separate pathway for non-motorized users.

Topic Question 4:
Please preserve the corridor as it is but include a separate pathway for non-motorized users.

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

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Correspondence: 49



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

It depends on what I'm doing... Sometimes I value it as a north-south thoroughfare. Sometimes I value it as access to hiking and otherwise utilizing the trails and Park. Sometimes I value it as a (sometimes) quiet, (always) scenic bike route. Sometimes I value it for the wildlife viewing.

I definitely get frustrated when people (most likely visitors) cannot figure out how to use the road in an inclusive manner and am often quite scared by the wandering cars of visitors, cars passing other cars, people driving too fast, or others stopping suddenly, many having nowhere to safely pull over to let traffic, whether it be cars, pedestrians or bikes go by.

Therefore, I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway.

Having driven, walked and ridden my bike on the Moose Wilson Road numerous times, I can say from personal experience that a 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking.

Topic Question 2:

Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Topic Question 4:

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please keep in mind, I know very little about all the mitigating circumstances, I'm just adding my comments.

continue:

rural nature
access for all
wildlife friendly

add:

pull-out features in high animal traffic areas to reduce dangerous traffic jams at key points

move:

road out of wetland area?

Topic Question 5:

Moose-Wilson road is such a wonderful resource and has been managed well so far! With increases in walking and bike traffic and tourism, access concerns should now be addressed and solutions evolved to best accommodate as many friendly users as possible.

Thanks for all your hard work on the topic!

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 50

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
the scenic road allows visitors to take in the beauty and wildlife at a slow mph and lets them truely enjoy a taste of the west with the dirt road experience. The ponds and creeks are gorgeous! The narrowness of the road helps to keep the speed down.

Topic Question 2:
allowing for safe animal migration and yet allowing visitors to experience this gorgeous road

Topic Question 4:
I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 51**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
It is a perfect place for cyclists and pedestrians, although dangerous as it now exists.

Topic Question 2:
A pathway would allow more frequent use, in a setting safe for all involved.

Topic Question 3:
I don't have access to the newsletter referenced in the question.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 52**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The best times to be on the Moose Wilson corridor are when there is no traffic and it is quiet and I can see wildlife.

Topic Question 2:
The road is a mecca for tourists who love the fact that it is quiet and wooded and good for wildlife spotting. Most visitors drive with one eye on the road and one eye on the woods, so driving can be erratic.

Topic Question 4:
I would love to see the addition of a pathway so that more of Grand Teton National Park can be safely accessed by bike or on foot. It's so beautiful!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 53**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Being able to ride my road bike safely from Teton Village to Moose.

Topic Question 2:
Being able to ride my road bike safely from Teton Village to Moose.

Topic Question 4:
Being able to ride my road bike safely from Teton Village to Moose.

Comments: I strongly urge the construction of a safe and separate pathway along the Moose-Wilson road from the entrance north of Teton Village all the way to Moose. Not only will this provide safe cycling from Wilson, the Aspens, Teton Village, and all the west-bank areas to GTNP, but it will also connect the grand loop providing a safe, picturesque riding loop Jackson/TetonVillage/Moose/Jackson.

I have been a JH resident for more than 46 years.

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 54

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

There are two parts: between Teton Village and Wilson, it's my route to the rest of the world. Between Teton Village and Moose, it's quiet with an opportunity to see wildlife from the car.

Topic Question 2:

Too much traffic on the section within the Park, in particular, too many different kinds of traffic. Some people are in a hurry. Others stop in the middle of the road to look for wildlife. There's not enough room for bicycles, so what should be a prime bicycle route is instead extremely hazardous.

Topic Question 4:

I wish I had an answer. I'd like to discourage traffic using this road to get from here to there and preserve it for sight-seers. Making it one-way might help, but if it's south to north, it will continue to be the fastest route between Teton Village and the airport. In this direction, people tend to be in a hurry. People traveling north to south at least are not rushing to catch a plane.

Topic Question 5:

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 55**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The scenery and the peace. It is a beautiful place to be outside in nature.

Topic Question 2:
My greatest concerns is the number of cars and the lack of a safe place for people to walk and ride bikes.

Topic Question 4:
I would like to see a complete paved pathway along the entire corridor. The opportunity to experience nature outside of a vehicle is valuable for both residents and visitors. I think the success of our existing pathways in GTNP has a proven track record and attracts a lot of visitors to our valley. I believe part of the parks objection should be to encourage alternative ways to experience the park - -- either by walking or biking on a safe pathway. Let's get more people out of their cars and provide them a safe place to do it!!!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 56**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Get to and from LSR, trail heads, and GTNP.

Topic Question 2:
the condition of the road is very poor. there is too much traffic for a dirt road. It should be widened and paved. Although this road is through a wooded area, a narrow, dirt road makes no sense. it almost is as senseless as having the main road in the park a narrow dirt road.

Topic Question 4:
I would like to see the road paved with two lanes and a separate bike path.

Topic Question 5:
I absolutely would not like to see the road made one way. this would mean a very long trip to visit LSR, Death Canyon, Granite Canyon, and GTNP.

Comments: A separate pathway for walkers and bikers should be a very high priority.

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 57

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I value the connection from one side of the park to the other. This segment connects the fantastic GTNP beauty. The road is generally slow and winding and quiet.

Topic Question 2:

I think the most important issue of this corridor is the safety of everyone using this rural road. When I ride the road I do NOT feel safe at all. I have enjoyed the new pathway system to and from the park and have ridden from my house to Jenny Lake many times. I am very hesitant to use this corridor now. It is heavily travelled by everyone: cars, pedestrians, bikers and animals. The pathway would make it so much safer for all.

Topic Question 3:

Of course I would like to preserve the resources and values of the park. I think most bikers appreciate the fragile nature of the environment and the wildlife. My experience the past few years with the new pathways has only been positive in regards to all of that. I feel that it enhances the values. If people are going to be living here and interacting with the resources then it should be safe. This road is already heavily used and that is not going to change. It would be prudent to make it a safer way to enjoy the corridor.

Topic Question 4:

Just like there is a road and a pathway by Jenny Lake and other beautiful areas in the park, this road can be paved and have a pathway too. I think most people will be respectful of speed limits. As it is now, there is great risk for a serious motor vehicle accident or fatality.

Topic Question 5:

I love the pathway system! I would have never started to ride as many miles on my bike without the pathway. I rode

150 miles this year for MS because of the pathways. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Comments: Ultimately, I think that we are working towards a world class system of pathways. This connecting corridor is a crucial link to making this a success for people who love being outside and interacting with their environment in a positive way.

Thank You

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 58**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Wildlife and Park Access. It feels more remote and secluded.

Topic Question 2:
The traffic jams in summer, and volume of traffic. The unsafe conditions for walking or bike riding.

Topic Question 3:
I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Topic Question 4:
I would like to see a complete and safe pathway. A solution for the traffic, and continually monitoring the area.

Topic Question 5:
The bear and moose encounters during spring in the Phelps lake area are increasing. I think there needs to be more attention to the safety of both wildlife and human in this area.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 59**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

The ability to travel through with low impact, whether by bicycle, slow moving vehicles, or on skis. The feeling of serenity is greater here than in other parts of the park that can be accessed by cars, RVs, etc.

Topic Question 2:

Providing ways for the public to experience the park without having to clog the roads with cars. In other words, get out of the car and have the option to experience the park as it should be experienced.

Topic Question 3:

Using motorized vehicles to access national parks has proven to be "old school" in that it puts too much traffic into limited corridors. Other parks seem to have recognized this - even if a little late and having to play catch up with the overload of motorized vehicles. Providing access by other means appears to be where other parks are headed, and we should be too.

Topic Question 4:

Continuing the corridor as a through-way, but for limited vehicle access, and more access for walkers, handicapped persons, non- motorized vehicles. Clearly, a bike path, as part of a comprehensive redesign should be included, if for no other reason than the success of the bike paths in the other parts of the park are a low-impact and hugely popular success.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 60**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I love riding my bike along the base of the Tetons, and forming a loop through town. I also love the character of the "rural" road.

Topic Question 2:
I am always most concerned about vehicle and bicycle incidents. Drivers are not paying complete attention to the road because they are looking at the beautiful scenery, or trying to dodge massive pot holes, and that puts cyclists at risk.

Topic Question 3:
I do not think a pathway would harm the integrity of the corridor, it would only enhance the area for all user groups.

Topic Question 4:
I would like to see a pathway system linking the other paths in and around Grand Teton National Park!

Topic Question 5:
Thank you for all of your hard work.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 61**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
trail access, wildlife viewing.

I am an avid backcountry skier, cyclist and trail runner. Having a pathway to access the treasures of GTNP trails would offer a much safer alternative to the one I currently have: riding my bike in the melee of traffic and dust that hammers that road every year safe pathways means less people will drive that road too which can only benefit wildlife and the National park experience

Topic Question 2:
too many cars, too much dust, too many people driving too fast, entrance gate slows things down unnecessarily ... why do we need a entrance station at Teton Village access and at main access to GTNP? Waste of money and time if you ask me

Topic Question 3:
I support a complete pathway along the Moose-Wilson Road corridor. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose.

Topic Question 4:
I would like to see a safe pathway. I used to ride bike shuttles for fishing guides and rode that section multiple times a day. It was dangerous and not conducive to a road bike b/c it was dirt/gravel and very crowded. Much better option to be able to ride on a paved pathway. Also provides key access to other people who might otherwise be driving that

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road and adding to congestion.

Topic Question 5:

Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 62**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/06/2014	Date Received: 01/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The ability to ride a bike and have a close connection with nature wether riding north or south.

Topic Question 2:
I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Topic Question 3:
Please make it safer for cyclists and pedestrians.

Topic Question 4:
Open to pedestrians and cyclists in either direction, but safer.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 63**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/07/2014	Date Received: 01/07/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I value the backcountry feel while driving through the corridor.
seeing wildlife is a special treat. I have seen moose, coyote and bear.

Topic Question 2:
I believe that the backcountry feel should be preserved while providing for the safety of visitors.

Topic Question 4:
Please do not create a highway through there. I believe a pedestrian/bike path separated from the roadway would be a wonderful addition. I would happily bike the road but I have not done so because of safety concerns with the vehicles.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 64**

Author Information

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/07/2014 Date Received: 01/07/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
There are many things that make the corridor valued from the scenery to the access to great hiking trails, winter pursuits, and exploration of natural ecosystems.

Topic Question 2:
The road is not in that good of condition once it turns to gravel. The width is also not conducive to allowing other types of use such as walking and biking. It is often to dangerous to consider these options. The addition of a pathway would allow a diversification of use along the corridor.

Topic Question 3:
NO

Topic Question 4:
I would like to see the road kept to a minimum to preserve the quiet nature of it and keep the speed of cars reduced, but also adding a pathway to allow other opportunities to access the area outside of a car. Often times on bike or foot you can experience so many different sensations that are lost in an automobile.

Topic Question 5:
Build the path it is will add value to the community, created business and improve local resources.

Comments: I am in support of the Moose-Wilson path. It will provide a unique experience to those who wish to explore the park in non-motorized ways. The path will also improve safety and provide a means for different users to effectively share the road.

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Correspondence: 65

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/07/2014	Date Received: 01/07/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The ability to focus on the scenery and beauty and grandeur of nature. I don't want to feel pushed, hassled, and constricted into a procession of cars, and feel like i have to hold my place in the system.

Topic Question 2:
Since i am a bike rider, I support a complete pathway along the Moose-Wilson Road corridor. I rode my bike all the way across the USA, and because of that wonderful experience, it is important to me that we provide safe access for bicyclists and pedestrians with a complete pathway that connects Jackson Hole with The Grand Teton National Park.

Topic Question 4:
I don't want any more cyclists to die as they are experiencing the beauty of this area. I want MORE people on bikes and on foot to be able to enjoy this area safely, and at the same time, give no cause to impede the drivers of vehicles that don't want to stop and feel something different.

Comments: I use a wheelchair. The bike i ride is called a handcycle. It is a tremendously popular sport among people who have spinal cord injuries and amputations. This type of bicycle is wider than a standard one. I love to ride on trails that provide total safety from traffic. I also like to enjoy river trails simply using my wheelchair. These are activities than cannot co-exist with vehicular traffic. Every place i have lived has improved its local trail network, and in every case it was a big benefit to the community and there has never been any regret for having expanded the choices available to different types of recreationists. I teach adapted or inclusive recreation at BYU Idaho and this type of trail idea is a great example of "Universal Design" that allows all people of varying abilities to use the same facilities in integrated fashion. We don't need special services for people with disabilities, we simply need facilities that plan for use by everyone.

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 66



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/07/2014	Date Received: 01/07/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Topic Question 2:

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Topic Question 3:

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete

pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Topic Question 4:

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Topic Question 5:

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Comments:

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 67**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
beautiful quiet

Topic Question 2:
we need full length pathway for walkers and bikers to ride from entrance at Teton Village to Moose safety - - - -
closed nov1 to april 15?

Topic Question 4:
safe pathway away from cars even if only 3'

Comments: thanks for all you do!!!!!!!

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 68**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I frequently hike Death Canyon and Phelps Lake with guests new to the Grand Teton area. These hikes are perfect for conveying to new visitors the exceptional beauty of the Park. The Park's policies and past decisions by its leadership that have kept these experiences pristine, even with the opening of the Rockefeller Preserve Center, are to be commended and celebrated. The fact that so many people and vehicles move through that area with minimal disruption so that one can feel almost alone in nature is truly remarkable, and doesn't happen by accident.

When it's not too busy, the road is a great way to experience nature from your car; on the other hand, when it's busy, and especially if there's wildlife in view from the road, it's a mess. This is the one situation I'm aware of in the corridor where people's presence makes an impact on the experience.

Topic Question 2:

The re-do of the road and the question of whether a separate pedestrian/bicycle path should be part of the plan.

Topic Question 3:

I thought the newsletter discussion of these matters was well done and complete.

Topic Question 4:

Controlling and limiting any adverse impact on the area's resources should be paramount.

To the extent it doesn't unduly compromise this first principle, the area's ability to accommodate many people while maintaining an "alone in nature" experience should be preserved. In particular, I believe the the road should always be limited to a "nature trail" purpose; changes that would make it more attractive to commuters should be resisted.

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I am a frequent user of the area's bicycle trail network. I am strongly in favor of a separate pedestrian/bicycle pathway to complement the road and keep these users separate.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 69**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Being so close to the base of the Tetons which allows viewing of the flora and fauna.

Topic Question 2:
Making the road safe for pedestrians and bicyclists as well as cars.

Topic Question 4:
A bike/walking path.

Topic Question 5:
Stop trail removal in the park. Restore removed trails and make more trails for better public access.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 70**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

Just the peaceful, beautiful scenery and wildlife.

Topic Question 2:

I think the cycling/walking path should be completed for the last 3.5 miles to make a nice continuous path. That's a really nice quiet way to open it up to more visitors and make it more safe than riding on the road.

Topic Question 3:

None.

Topic Question 4:

Complete the cycle path.

Topic Question 5:

None. Thank you for all you do.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 71**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
I value the natural beauty and rural character it offers.

Topic Question 2:
The most important issues include finding a balance of traffic, recreational user safety (families)and wildlife safety.

Topic Question 3:
no.

Topic Question 4:
complete the pathway from the Granite Entrance to the JH Community pathways systems.

Topic Question 5:
Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 72

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
WILDLIFE FIRST! This is the main objection of the park and its roads. Moose Wilson Road used to be a nice quiet road to drive along and see Moose, Beaver,Bears, and more.

Topic Question 2:
The most important issue would be the high about of traffic going to or from Teton Village. This should be only a scenic drive road. I have been run off that road more than once by someone evidently in a hurry to get through there. I think there are a few places in the village that would like for their guest to think there is not a town of Jackson, only what is at the village.

Topic Question 4:
Keep it a scenic road. Do not widen it or we will have more wildlife deaths. I think making it one way will be hard for the few people that live on that road but may have to do that to deter some of the traffic.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 73**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The beauty of the drive, abundant wildlife and unimproved roadway.

Topic Question 2:
Increased traffic putting pressure on wildlife and existing road.
Traffic jams with wildlife sightings.

Topic Question 3:
Agree with most.

Topic Question 4:
Would like to see roadway kept as is, not improved in terms of increasing size, width, paving, etc. This is a precious road and one of the last in the county that has been kept old school. It needs to be preserved as is. This means no more development within the roadway.

Topic Question 5:
Limiting traffic flow somehow, not through routing one way only but limiting the number that can access the road. It should be kept open to two way traffic for local travel but the number of vehicles needs to be limited.
This may be achieved similar as it is to the limiting of parking at Rockefeller Preserve. Cars would need to wait at the entrance gate spaced enough apart to keep flow limited through electronic passing with a small message board or red and green light. Local advertising advising people to take the highway instead may also limit some traffic during key summer months.

Comments:

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**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 74**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The excellent chance to see wildlife, the openness of White Grass and the slow pace of cars allowing bicyclers to pick their way down a dusty dirt road with some big holes.

Topic Question 2:

We need a pathway connecting Teton Village and Moose

Topic Question 3:

This is a wonderful part of the park and it deserves better access.

Topic Question 4:

I hope it would continue to be a 25 mile two lane road but I would hope it would be paved and straightened.

Topic Question 5:

The joy of bicycle riding in the Park is fantastic. Let's continue to get more people out of their cars and experience the fun of exercise, beauty and family time together in our wonderful park.

Comments: Realigning Moose-Wilson Rd. might also allow the gates to be on both ends of the road. Moving the road back out in the flatted area and having hiking paths into the old road would enhance the Phelps Lake trail as well. Our parks are designed to experience the great outdoors so improving the road will help.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 75**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
avoiding the highway

Topic Question 2:
too much traffic, no center stripe, people don't stay on their side, rough, dusty road, make it one way in am and the other way in pm

Comments: complete the pathway from Granite to Moose

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 76**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
getting from the village to airport without going through congested town

Topic Question 2:
need bike path away from road. we rent bikes at my store and it is dangerous for these guests to ride along the road.
we encourage guests to not ride there!

Topic Question 4:
full paved bike path. open in winter!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 77**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The natural beauty of prime lowland wildlife habitat

Topic Question 2:
Environmental impact. I trust what good science determines in this regard.

Topic Question 4:
I hope that the natural values and character of the corridor are protected. If it would arguably help with this, I would propose and support that a (most impactful) section of the road be closed indefinitely - - perhaps a section similar to that which is closed during winters could be closed. Please consider this.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 78

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The majority of my visits to the Moose-Wilson corridor are via bicycle. I frequently ride from my home in Wilson through the Moose-Wilson corridor to Jenny Lake. I value the peacefulness of the corridor, the foliage, views, and opportunity to see wildlife. Also, living just 5 miles from the Moose Wilson entrance this is by far the closest entrance to GTNP to which I purchase an interagency parks pass each year. Particularly to access Granite Canyon, Death Canyon, and the LSR Preserve but also to the many other trail heads North of Moose.

Topic Question 2:

The amount of traffic along this road can be heavy, although if moving does not seem overwhelming. A bike/pedestrian path that would allow people to walk/ride along the road out of traffic would be extremely helpful. Distracted drivers are of course a reality in this wildlife corridor. More pull-outs may help alleviate the "bear jams" as well as stricter enforcement of basic traffic laws. For example, you can't stop your vehicle in the wrong lane and then have your entire family get out of your vehicle to take a picture. Persons should be told where they can park their vehicle and walk (on suggested pathway) to view wildlife along the road. Traffic violators should be warned and then ticketed.

Topic Question 3:

They are truly wonderful, spectacular, and should be valued. I think they are the reason why so many people in our area hope to keep them accessible to the public. A bike/pedestrian path seems like an extremely appropriate way to allow visitors to enjoy the scenery, geology, wildlife, and acoustic resources in the least intrusive manner. :)

Topic Question 4:

I hope that the Moose-Wilson corridor will continue to have access for pedestrians, bicycles, and vehicles. Particularly, two way pedestrian and bicycle traffic. Preferably with a pathway. If necessary, limiting vehicle traffic

to one-way may be the only real option, but that should not limit non-vehicle travel. People could rent/bring their own bikes to travel this corridor, take in the scenery, and really be on the look out for wildlife. Informational signs describing geological processes and the ecosystem could make it an interactive learning experience. In the next 10-20 years a shuttle system similar to that of Zion N.P. within G.T.N.P. would be immensely helpful in alleviating vehicle congestion. See G.T.N.P. by bike or shuttle!!

Topic Question 5:

Please build a bike/pedestrian path along Moose-Wilson Road. This road can be dangerous to travel for bikers and pedestrians which will limit many people's fossil fuel free enjoyment of the park. Additionally, parking is already an issue at the LSR preserve. A shuttle to the preserve from Moose or South entrance the would seem a viable solution.

Comments: Bike path. Shuttle System. Exercise. Out of the car enjoyment of our National Parks.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 79**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/08/2014	Date Received: 01/08/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The trails and pathways of this corridor are extremely important for locals and visitors to the region.

Topic Question 2:
A safe pedestrian and bike pathway is the single most important aspect of this corridor. Completing a pathway through this area will improve circulation, safety, and encourage eco-friendly modes of transportation that are crucial to the future of Jackson Hole.

Topic Question 4:
Minimizing the car/bus traffic on this corridor and encouraging bicycle and pedestrian traffic is key to the success of this corridor, and the transportation system within Grand Teton National park in general.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 80**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Direct access to the Park. Slow traffic. Wildlife and uncluttered landscape.

Topic Question 2:
Rerouting the north end away from riparian areas. Access from Teton Village to the Park and avoiding travel thru Jackson.

Topic Question 3:
Bike access/pedestrian access are important considerations. Getting people out of their cars, and enhancing their appreciation of the Park.

Topic Question 4:
The corridor needs a bike pedestrian pathway to complete the bike path structure in the County. Safety is a premium concern, along with exercise and enhanced appreciation of the Park. Also avoiding additional congestion in Jackson.

Comments: The Park belongs to the people. It is clear that the preference is for completion of a bike/pedestrian path completing the pathways project in the County. Safety, as cited above, is a significant concern. Let's do this right; for safety, exercise, park experience, and common sense.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 81**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
I appreciate the opportunity to experience wildlife in a beautiful setting

Topic Question 2:
I believe traffic is an issue and the inability to ride a bike or walk is important

Topic Question 3:
I believe strongly that a bike and pedestrian path be installed

Topic Question 4:
I believe strongly that a bike and pedestrian path be installed

Topic Question 5:
I believe strongly that a bike and pedestrian path be installed

Comments: I believe strongly that a bike and pedestrian path be installed

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 82**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
the scenery, the remote feeling of the road, and the wildlife sighting opportunities
access in winter to cross country and back country ski trails

Topic Question 2:
safety
for cars, bikes, people and animals

Topic Question 3:
no
I fully support the Friends of Pathways position as described by Mike Welch, director

Topic Question 4:
the only way to preserve the corridor with all its attributes is to use the present road for bikes and pedestrians ONLY
and reroute the auto traffic to the flatlands toward the east and beyond the streams.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 83**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value the quiet open space and the wildlife. I frequently ride my bike along the corridor and enjoy being able to access the Park that way.

Topic Question 2:

I am concerned about noise and pollution from cars as well as danger to wildlife from cars. Also, I am concerned about the lack of safe space for bicycles and pedestrians.

Topic Question 4:

The road needs remain small and rural in character, with very slow speeds required for cars. A pathway would be invaluable in creating a safe route for non-motorized activities, including bicycling, jogging, and walking. Not only would this improve safety for everyone, but it would hopefully reduce the number of cars, thereby reducing noise and pollution that are detrimental to the Park.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 84**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I really enjoy the opportunity to take a path with such beautiful surroundings and rich history. It also feels quite different from other open roads. I enjoy feeling a bit lost back there.

Topic Question 2:

I have major concerns about safety. I would love to bike or walk along this corridor with my family, but it's not possible right now. Pathways are already either constructed or approved for all but 3.5 miles of this Grand Loop. But this 3.5-mile gap without a pathway leaves a dangerous missing link as currently planned on the northern section of the Moose-Wilson Road within Grand Teton National Park. This gap would force pedestrians and cyclists, families with their children, residents and visitors into close proximity to vehicles whose drivers are often there looking at the scenery and wildlife. Our community and Grand Teton National Park have seen two tragic vehicle-cyclist fatalities - Gabriella Axelrad in 1999 and Jeff Pool in 2001 - both on roads in GTNP that did not have a pathway.

Topic Question 4:

I want to see this corridor continue to be a place for locals and visitors to explore beautiful wildlife and nature. However, I hope this it provides a safer and more complete opportunity for bikers and walkers to get through the park, especially through the completion of the pathway loop.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 85**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

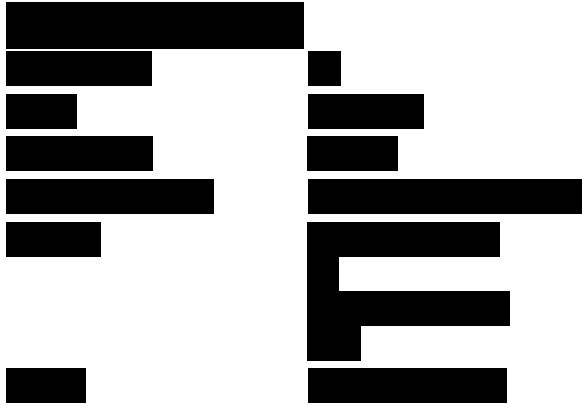
Topic Question 1:
Hiking and skiing: this is a great asset, especially to those living in or visiting the area. This corridor provides access to Teton Park and a number of trails without driving 30 miles around. Access to features from river to high mountain.

Topic Question 2:
Needs a pedestrian and bike trail separate from road. Road is not pedestrian or bike friendly- -traffic noise, dust, and danger. This encourages driving over walking and biking. For example, I often drive to Rockefeller Center to park for access to various trail systems. There is often a wait or it is so busy you see people just turning around and driving back. With a bike/pedestrian trail, I would leave my car at home and visit via bike and foot. In short, enhance the resource by encouraging bike and pedestrian use over driving around looking for parking. Separate driving and non motorized use.

Topic Question 4:
See #2. Beyond what I have said, connecting the bike path from Moose to Granite Canyon entrance would complete one of the best road bike loops I can think of- -anywhere. What an asset!

Comments:

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Correspondence: 86



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I love the scenic drive from Wilson to Moose without having to go through the crowded town of Jackson. I love the slow pace of driving and viewing the scenery and often animals. I value the ease of access while cutting down commute time in order to enjoy the park.

Topic Question 2:

The maintenance of the road itself, speed, parking on the side of the road by tourists. Drivers in rented cars that aren't used to the narrow road (larger cars these days definitely needs to be considered), foreign drivers, animals on the road. Not enough pull off spots. Bike riders not feeling safe bc there isn't enough space to share the road with inexperienced drivers.

Topic Question 3:

I think it is self explanatory but everyones opinions need to be taken into consideration - the locals, the visitors, animals, preservationists and safety personnel.

Topic Question 4:

I love the seasonal use - and closed during winter. I feel the maintenance needs to be addressed. Signage needs to be enforced. Bike use/biker safety needs to be addressed. Its a safety concern for drivers, bikers and animals.

Topic Question 5:

I love this road - I use it almost daily in the open seasons for biking and driving. I am respectful of the speed limits though others aren't. The narrowness and inexperienced drivers is constantly a fear of mine while biking as well as driving. Those that don't respect the rules (parking on side of road etc) is also a fear. (blind corners etc). Please

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consider those that are trying to use it to recreate not just cut down drive times.

Comments:

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Correspondence: 87

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value the unspoiled nature of it, the winding wooded aspects and the stream crossings near the Rockefeller Preserve. The wildlife is great (moose, mule deer, occasional coyote, raptors, etc). I frequently stay in Jackson, or Wilson and using that approach to GTNP is beautiful because you feel like you're in the park (as opposed to the main road where the magnificence of the Teton View is breathtaking).

Topic Question 2:

I believe that the Moose/Wilson corridor is becoming busier. In the past 15 years I've noticed a big uptick in the amount of traffic (even some trailers and campers which are supposedly illegal on that stretch of road between Teton Village and the Moose Visitor Center). That combined with the burgeoning traffic-separated trail system is leading to more cyclists "connecting the dots" between Teton Village and Moose. I've ridden that stretch on my bicycle many times and know in quite a few places that visibilities are very restricted and motorists are often distracted from the task of driving by the beauty around them.

Topic Question 3:

I couldn't find the newsletter, but imagine that the park staff has devised a thoughtful and comprehensive publication outlining the subjects.

Topic Question 4:

I hope that there can be a modification to the Moose/Wilson Rd between Teton Village and Moose that connects the current amazingly beautiful pathways in a way that safely separates vehicles from cycling visitors and hikers/walkers. Given the way the pathways have progressed over the last decade, it seems to me a no-brainer to continue the trend and make the entire park rideable. The only change that has come of the pathways so far has been fantastically positive...why not continue the great work?

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Topic Question 5:

My suggestion would be to invest in the last few "holes" to complete the pathway system throughout the park, making it an even more amazing place!

Comments: I bring my family to visit GTNP every summer (now for 15 years). We were deeply affected by the Axelrad family's loss of Gabriela and have gone through the transition from "memorial ride" to bring awareness to the need for traffic separated pathways, to the Celebration Ride as the path from Moose to Jenny Lake was opened (the area where Gabriela was killed). It has been powerful as a parent of teenage girls who ride those pathways to see the transformation in part as a result of the grass roots efforts of the Axelrads and the people of Jackson Hole. I hope that this affirmation of the need for safe pathways to enhance the usability and beauty of this majestic landscape continues.

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Correspondence: 88**

[REDACTED]

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Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I visit the Moose-Wilson corridor for recreation purposes. I use the road itself to access Grand Teton National Park, and also ride my bicycle. I hike in the Granite Canyon area as well as utilize trails that start at the Laurance Rockefeller Visitor Center. I always see wildlife along the road and I believe it is the most beautiful part of the Park to visit.

Topic Question 2:

I am concerned about safety for bicyclists and pedestrians as well as the wildlife that congregate in the area. While those of us who live in the area can be distracted as well, out of town visitors in particular drive erratically down the Moose-Wilson road and often stop suddenly for no apparent reason. Even though this road can become congested with stop-and-go traffic, it is such a treasure and an incredibly beautiful place to visit that it is worth the time. The addition of a pathway detached from the road will help keep those of us who can't stay out of the area safe.

Topic Question 3:

I believe developing the Moose-Wilson road for further off-road pathway use would be a great investment in our local area. The pathway from Jackson and the Elk Refuge to the Moose Visitor Center is a great place to experience from a recreation stand-point, and is a draw not only for locals, but for visitors from all over the world. Last summer I rode my bicycle on this path numerous times and always met people from far away places. The development of the missing link in our pathway loop along the Moose-Wilson road will enhance visitor experiences as well as be an economic draw for the local area.

Topic Question 4:

I want the road to stay open and I want a detached pathway for pedestrians and recreational bicyclists. I have a

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daughter the same age Gabriella Axelrad would be, had she not been killed on the road in GTNP. I have ridden my bicycle on the Moose-Wilson Road and can testify to the fact that it is not safe. I do understand and have concerns for the wildlife in the area, but I fail to intuitively understand how the addition of a stripe of asphalt in an area already striped with asphalt will interrupt wildlife in much of a measurable way.

Topic Question 5:

The addition of a pathway along the Moose-Wilson Road will have a positive impact on the local economy as well as improve the visitor experience in Grand Teton National Park.

Comments: I appreciate the ability to weigh in on such an important issue. Thank you for taking the time to compile comments and take into account opinions from all of us.

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Correspondence: 89**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I enjoy the exceptional access to the mountains via the Death Canyon and LSR access points. I also enjoy the slow pace and relatively safe pedestrian/ cyclist experience. It's nice to have a road that isn't wide and driven fast.

Topic Question 2:

Safety for cyclists and maintaining the rural, slow-pace of the road are the primary issues. If anything is done to change the road, it needs to include a separated pathway for pedestrians and cyclists. Widening and/or paving the road will significantly increase motorist's speed and make the roadway more dangerous for cyclists.

Topic Question 4:

If changes are made, I would like to see a pathway put in for cyclists - just seems to make sense given the rest of the pathway system, it's high popularity, and the inclusion of the pathway system in America's Great Outdoors efforts. I would not be in favor of any major expansion of the road and the resulting increase in vehicle speed. I also think previous efforts to make the road one-way were ill-conceived.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 90**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Access to Rockefeller Preserve and hiking trails along the way. Also enjoy seeing Moose at the ponds.

Topic Question 2:
I am very worried about turning this road into a one-way road. That would be terribly inconvenient for me.

Topic Question 4:
Bike trail through corridor would be very good.

Topic Question 5:
Please do not create a one-way road.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 91**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
ability to get into park from Teton Village and ability to use road on bike

Topic Question 2:
The road should be improved to allow a bike path directly into the park from Teton Village

Comments: Please consider adding a bike path all the way through to complete the loop. riding the road is dangerous and people are doing it anyway. This would make it safer and more user friendly.

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Correspondence: 92

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Topic Question 2:

Safety. I and others drive and ride our road bikes on that road. There have been many near misses.

Topic Question 3:

No

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

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Correspondence: 93**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 2:
Access to park from south. Safe corridors for bikes as well as cars.

Topic Question 4:
Bike path access!

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

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Correspondence: 94

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Hiking/skiing and access to the north. Living in Teton Village, we hike or ski often along or from the corridor. Also, we use Moose-Wilson Road to access points to the north- - in and out of the park.

Topic Question 2:
Bears and traffic. I appreciate the conflicts between them, as well the difficulties presented by the growing traffic.

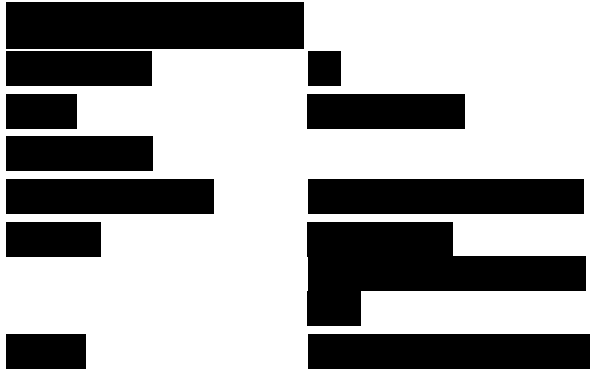
Topic Question 4:
Two-way vehicular access is a must-have. Anyone who lives on the West Bank has a significant interest in maintaining the two-way road, if only for access alone. Changing traffic on the road to one-way basically tells the locals that only visitors matter.

However, that doesn't mean access has to be easy. Particularly during the high-traffic parts of the day, the park should lower the speed limit to serve as a deterrent to through-traffic.

Topic Question 5:
My biggest comment: it is absurd that the park doesn't post when the Rockefeller Center parking lot is full. Why on earth would you have visitors and locals alike drive to the preserve, only to find the lot full and have to drive back? I understand that there are challenges and complexities around this, but if the park can post full campgrounds, surely they can post a full parking lot. I believe this will eliminate a fair bit of traffic on the road, as well as make life easier for the Rockefeller parking lot attendants, who often end up stressed and crotchety- - poor ambassadors for our national park.

Comments:

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Correspondence: 95



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/09/2014	Date Received: 01/09/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Biking through a beautiful section of Grand Teton National Park in a loop.

- Topic Question 2:
- 1.) Safety: The current situation is not bad. It could be made safer by having a bike path put in off of the road. As a cyclist I would love to have a paved path linking the path to Teton Village with the path to Moose and Jenny Lake. It is the logical missing link. Road biking on the loose dirt/gravel is not ideal.
 - 2.) Maintain or Improve Navigability: It should remain a 2 way road. Otherwise there would be a huge amount of gasoline/fuel (and time) wasted for people to drive around. This hurts the visitor and resident experience alike.
 - 3.) Protect Wildlife: Speeds should be kept low. A winding nature helps. Too few beautiful winding roads remain. They are all straightened for the sake of safety. Then speeds increase which defeats the purpose of improving safety.

Topic Question 3:
The Lawrence Rockefeller facility is one of the greatest nature learning and appreciation centers in the country. Access to it should be encouraged. A road that mirrors the history and intent of the Rockefeller family should be paramount. After all, GTNP would not exist without their foresight. Keep it slow. Keep it unique. Keep it beautiful. Encourage people to visit, slow down, appreciate and learn.

Topic Question 4:
As I have said: the winding, slow, unique, beautiful nature of the drive. I'm OK with it being dirt. It needs to stay 2 directional.
The only addition it needs is a bike path. A bike path away from the road, in order to avoid cutting down trees, would be great and a nice change from the darn 10 feet off the side of the road mentality. Take a trip to Holland. The Fietspad (bike paths) in Holland are generally no where near car traffic

Topic Question 5:

What would Lawrence Rockefeller say?

I think he'd want to foster building on the beauty of what we have been given.

What we have is pretty special. What we do not need is a fast, wide road with all the winding, rising and falling character of the terrain stripped away.

Comments: Thanks GTNP!

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[REDACTED]

Correspondence Information

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Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 4:
Keep it two way. Not doing so ignores the usage by locals on the west bank and visitors to Teton Village. Lower speed limit in high use hours if needed to limit through traffic. Add bike/pedestrian path to encourage non vehicular use. Provide adequate parking at Granite Canyon entrance for hikers and bikers.

Topic Question 5:
Bike path completing 30 mile Jackson, Moose, Wilson loop would be a tremendous valley asset. Get it done :)

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 97**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/10/2014	Date Received: 01/10/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The Moose Wilson corridor is a wonderful meandering stretch of road that allows visitors to be up and close to the forest. Most of the roads in GTNP are open where the forest is in viewed from a distance. Along Moose-Wilson road you can drive through the trees, over the streams and smell the pine of the forest.

Topic Question 2:

The only issue is speed of traffic. The curves of the road help keep that down, but speed can be fatal for wildlife and cyclists and walkers who try to take that route using the current roads.

Topic Question 4:

I am a cyclist and I support the link of the pathway system from the Lawrence Rockefeller center entrance to the Moose visitor center. This would enable our community and visitors to take the full 30 mile loop of the pathway system. What an amazing ride it would be!

Topic Question 5:

I suggest continuing to limit trailer use of the road while it is not fully paved. Those large vehicles are dangerous on the narrow road and the curves of that road, and would make the potholes worse in the summer.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 98**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/10/2014	Date Received: 01/10/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I tend to visit when in the off season for its quieter nature. I appreciate its wilderness feel, the wildlife, the quiet, the reserved, preserved nature of it. It is different many other roads in the area and that's what I like. Offers a return to slower and quieter side of life, when people aren't speeding through it to get somewhere.

Topic Question 2:

Numbers of motorized vehicles, speed at which they travel, traffic jams, tourists not looking for oncoming traffic (cars and pedestrians) and not pulling over safely or not having room to. Need protected separate areas for pedestrians and bikers. I'm in favor of one-way on M-W Rd in Park as well - to cut down on traffic congestion and hazardous driving and to protect the wildlife.

Topic Question 3:

As a partly wilderness area, value of that area is huge. It needs to be preserved for that in and of itself and not be further exploited for human use.

Topic Question 4:

Access to skiing and hiking trails is fantastic - continue.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 99**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/10/2014	Date Received: 01/10/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Test

Topic Question 2:
Test

Topic Question 3:
Test

Topic Question 4:
Test

Topic Question 5:
Tested

Comments: Tes

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 100**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/10/2014	Date Received: 01/10/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Today, access to trailheads. In the future hopefully a pathway that would make a great 30 mile loop for

Topic Question 2:

Because of potential new construction and perhaps some rerouting, there is the opportunity to provide a bicycle/walking pathway from the Granite Entrance to Moose. We have already done a great job of getting people out of their cars and the completion of a 30 mile pathway loop, would make GTNP even more visitor friendly and reduce traffic/pollution/congestion, plus greatly improve safety.

Comments:

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Correspondence: 101**

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/10/2014	Date Received: 01/10/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Close proximity and intimacy with natural surroundings and as a means to access GTNP without going through the town of Jackson.

Topic Question 2:
Conservation of habitat and wildlife is a top priority. I believe its use as a motorized transportation corridor should be subordinated to conservation goals. I am in favor of its use as a corridor for non-motorized transportation, visitation and wildlife viewing so long as this can be accomplished without any greater impacts on habitat and wildlife than exist in the business as usual scenario.

Topic Question 3:
Very valuable habitat lies along the Moose-Wilson road and protecting it should be a high priority.

Topic Question 4:
Narrow, curvy road to slow motorized traffic. Would be wonderful if it were possible to have a pathway separate from the road. I fear a wider shoulder would be used by motorized traffic as a scenery/wildlife viewing parking lane.

Topic Question 5:
I used the Moose-Wilson road to commute from Wilson to Jenny Lake for ten or twelve years, probably 2/3's of the time by vehicle and 1/3 by bicycle (at least once a week by bike during the summer). As a cyclist, I never felt threatened by traffic because the traffic in general was moving slowly. However it seemed as if the traffic jams caused by wildlife viewing were less frequent. Given the heavy use of the corridor now, I favor a pathway. I do not favor enhancements that would increase traffic speeds and volumes. I would favor the appropriate placement of turnouts for viewing wildlife. I would favor realignment if realignment is shown to be an effective way to protect

vital wildlife habitat.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 102**

Author Information

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/10/2014 Date Received: 01/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The slow, rural character of the area and the relative safety afforded the wildlife via the limited vehicle traffic.

Topic Question 2:
The need for a pathway there and to keep traffic to reduced levels. An opportunity exists to construct a pathway to connect with the other 30-odd miles that currently exist in the Park.

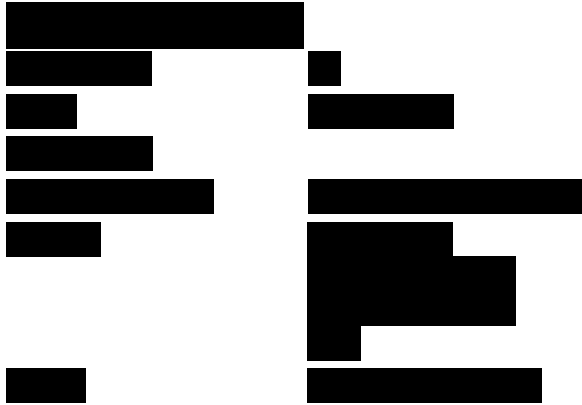
Topic Question 4:
I would like to see a pathways added so bicyclists and walkers can enjoy the scenery in a safe setting. I am hopeful that the character remains intact.

Comments: I am writing to express my support for a pathway along the Moose-Wilson Rd corridor to allow safe access for bikers and pedestrians along this path. Pathways are already either constructed or approved for all but 3.5 miles within GTNP. A 3.5-mile gap without a pathway leaves a dangerous missing link as currently planned on the northern section of the Moose-Wilson Road within Grand Teton National Park. This gap would force pedestrians and cyclists, families with their children, residents and visitors into close proximity to vehicles whose drivers are often there looking at the scenery and wildlife. Two vehicle-bike fatalities have already been incurred on roads in Grand Teton NP that did not have a pathway and am hopeful that we can avoid future accidents by implementing a pathway along this stretch.

For these reasons, I ask that you keep public safety at the forefront of your minds and add a complete pathway from the Granite Entrance to Moose. Further, the addition of a pathway would likely reduce vehicle emissions in the area since people could opt to bike or walk the stretch without fear of their safety.

Thank you for your consideration in this regard!

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 103**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/10/2014	Date Received: 01/10/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Winter x-c access to the road and Phelps Lake, Summer access to Granite Canyon, Death Canyon and Phelps Lake area.

Easy access to the rest of the Park without having to drive through Jackson

Topic Question 2:
Heavy traffic and no shoulders precludes the safe use of bicycles or walking on the road. I have ridden the road a dozen times and have not felt safe.

Topic Question 3:
No

Topic Question 4:
I would like to see the addition of a multi use pathway.

Topic Question 5:
None

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 104**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/11/2014 Date Received: 01/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
This road should be paved start to finish (and kept open year round) WITH safe shoulders AND an accompanying [separate] complete bike path, period. PERIOD.

Topic Question 2:
This road should be paved start to finish (and kept open year round) WITH safe shoulders AND an accompanying [separate] complete bike path, period. PERIOD

Topic Question 3:
This road should be paved start to finish (and kept open year round) WITH safe shoulders AND an accompanying [separate] complete bike path, period. PERIOD

Topic Question 4:
This road should be paved start to finish (and kept open year round) WITH safe shoulders AND an accompanying [separate] complete bike path, period. PERIOD

Topic Question 5:
This road should be paved start to finish (and kept open year round) WITH safe shoulders AND an accompanying [separate] complete bike path, period. PERIOD

Comments: This road should be paved start to finish (and kept open year round) WITH safe shoulders AND an accompanying [separate] complete bike path, period. PERIOD

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 105**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/11/2014	Date Received: 01/11/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Its rural, western character (keep it two lanes and slow) and pathway access.

Topic Question 2:
Safety: please make sure there is a complete pathway.
Character: A slow, rural road.
Connectivity: A complete pathway that connects to the GTNP and Jackson Hole pathway system. Go from the Granite Entrance to Moose.

Topic Question 3:
Slow, rural, western, and safe.

Topic Question 4:
Slow, rural, western, and safe.

Topic Question 5:
Safety: please make sure there is a complete pathway.
Character: A slow, rural road.
Connectivity: A complete pathway that connects to the GTNP and Jackson Hole pathway system. Go from the Granite Entrance to Moose.

Comments: Safety: please make sure there is a complete pathway.
Character: A slow, rural road.
Connectivity: A complete pathway that connects to the GTNP and Jackson Hole pathway system. Go from the

Granite Entrance to Moose.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 106**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/11/2014	Date Received: 01/11/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
cycling wildlife views

Topic Question 2:
Traffic wildlife, alternate travel

Topic Question 4:
alternate non motorized travel

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 107**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/11/2014	Date Received: 01/11/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value the scenic "back road" feel where I can view wildlife and slow down and enjoy the scenery. I also enjoy having the opportunity to cycle or walk with my family.

Topic Question 2:

Maintaining the character of a rural back road where wildlife can be viewed. To feel like you are off the beaten path. I think there is a safety concern for cyclists as well. The gravel path is difficult to ride with a road bike and I have almost fallen off my bike due to the unpaved section. I think it would be important to provide signage reminding vehicles that there are pedestrians and cyclists. There might be certain sections with low visibility that need to be addressed.

Topic Question 3:

No

Topic Question 4:

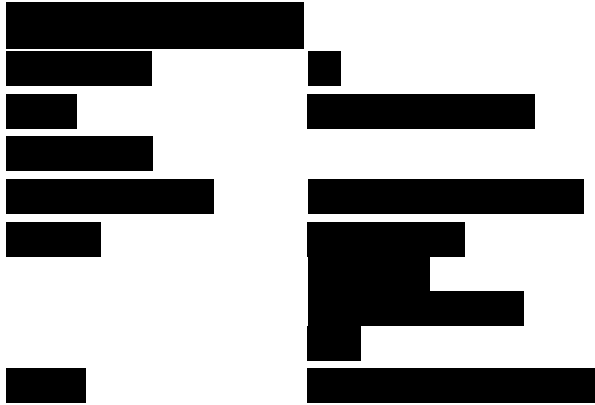
I would like to see the gravel section paved. I would also like to make sure GTNP maintains the rural, back-road feel where there are slow speed limits and a slower pace of viewing the great scenery and wildlife. I would also like the safety of cyclists and pedestrians to be addressed.

Topic Question 5:

none

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 108**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/11/2014	Date Received: 01/11/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The access of the beauty and wildlife that encompass this corridor. I have been able to see wildlife up close and personal within this corridor from the safety of my vehicle. I also very frequently use this road to access the trailheads that reside along this corridor. This corridor also allows for a much quicker and more scenic path to reach Teton Village, Wilson and the West Bank of the Snake River.

Topic Question 2:

I believe there needs to be an opportunity for both motorists and cyclists/pedestrians to share and access this corridor safely. Since a child, I have enjoyed both driving this road and biking it. It is my favorite road in the area. It would be wonderful and make sense to complete the bike loop that our community offers by adding a pathway alongside the road for cyclists and pedestrians. It has become very unsafe for all parties involved to not have such a path.

Topic Question 4:

I hope that this road will continue to allow access to motorists to view the abundant wildlife and scenery. I would LOVE to see another pathway in addition to the road for cyclists and pedestrians to be able to safely access this corridor. I have biked that road for years and have had many close calls with vehicles. It would be great for our community and visitors to be able to enjoy this area on foot or bicycles in a safe way.

Topic Question 5:

I believe that it is important for wildlife to flourish in the corridor, however, I have heard many rumors (not sure if they are true or not) that threatens of shutting this road down to improve habitat for wildlife. If these rumors are at all true, I would be deeply disappointed. This corridor has allowed millions of visitors to get close encounters with the wildlife that our area offers. I believe it is these close encounters that continue the growth of the parks biggest

supporters.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 109**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/11/2014	Date Received: 01/11/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
access to certain areas in the park. wildlife viewing and alternate routes to get back to jackson other than the highway

Topic Question 2:
Road is very popular but to narrow for the amount of travelers that use the road. A bike path that connected highway 390 ant the park road would be nice

Topic Question 3:
It would be nice if there were a few more wild life viewing areas that would help un-clog the road and allow traffic to flow smoothly

Topic Question 4:
i would love to see the road widened and a bike path installed while maintaining the scenic aspects that make the road so alluring .

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 110

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/11/2014	Date Received: 01/11/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The most valuable thing about driving the Moose-Wilson road is the opportunity to go slowly on a winding road, observing wildlife and the surroundings.

Additional turnouts (both paved and unpaved) need to be provided to allow vehicles to pull over and stop, let other vehicles pass, or simply park and walk (on the pathway which, of course, needs to be provided).

Topic Question 2:

Traffic volume and speed need to be addressed, perhaps with additional warnings to visitors as to the road's non-thoroughfare nature. Possibly additional coordination with Teton County on a road plan would help. Speed bumps are not a bad option.

Topic Question 3:

I would note that there is at present not a single picnic table anywhere along the corridor: providing places such as picnic areas and parking turnouts would alleviate the current tendency for vehicles to come to a halt in the middle of this rather narrow road. As it is, with the exception of the limited parking at the LSR, visitors are forced to keep moving, usually against their will.

Topic Question 4:

The unpaved portion of the road, in conjunction with heavy traffic volumes, creates unsafe road surface conditions (potholes, vehicles swerving). Those three miles really need to be paved. There is no way to adequately maintain a dirt road with current traffic volumes.

Likewise, there is no excuse for not having a bicycle/pedestrian pathway parallel to the road. I cringe whenever I see bicyclists trying to negotiate the road as it is, alongside frequently impatient traffic.

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Topic Question 5:

Much of the road clearly needs to be realigned further to the east, particularly in the area north of the LSR preserve.

A bicycle/pedestrian pathway does not need to be separated from the road by more than a few feet to make it immeasurably safer; but to neglect this essential part of the plan would be unconscionable.

In addition a decision needs to be made about the fate of the Whitegrass trailhead and access road. Should it stop by the gate at the end of the pavement? Be accessible to two-wheel drive vehicles? The current condition of benign neglect has gone too far...

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 111**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/11/2014	Date Received: 01/11/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

Wildlife viewing, riparian areas, access to Phelps Lake, Death Canyon, Snake River dike, The Murie Center, bicycling route north to Moose and Inner Park road in summer from the Westbank/Wilson area. In winter, tranquility of skier tracked nordic trails along the Moose-Wilson Road, Snake river dike, LSR Preserve region, and Phelps Lake.

Topic Question 2:

I like the slower, smaller summer road for cars only, and would like to see a bicycle path from the south GTNP entrance north to Moose , to connect with the existing cycle path via LSR Preserve. This would make a safer pathway for cyclists, encourage Park visitors to travel into the Park via non-motorized transport. The Dike may be a good path for this, since it is well graded, away from the road, connects easily at the southern end to the Park entrance, and would not create much disturbance to the natural environment.

In winter, a groomed nordic trail along the snow-covered road from Granite Canyon trailhead to Death Canyon road access point would make a low impact, sustainable, visitor friendly winter trail, to allow more eco-friendly usage to a broader population than the current skier-tracked trail.

Topic Question 4:

Wildlife viewing and respect for wildlife and wilderness. Quiet, slow traffic. Good management by Park rangers when wildlife is present - these are all being done well, and I hope will continue.

Re changes, would like to see , per above, a cycle trail separate from the road, winter nordic groomed trail (on the current ski track on the road), and open the LSR Preserve in winter on select days (weekends?)

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 112**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/12/2014	Date Received: 01/12/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The wildlife. To see the elk deer bear moose and other animals close by is absolutely magnificent and an inspiration to young people to keep and preserve the park and Moose Wilson Road

Topic Question 2:

Moose wilson road has become too congested in the summer. Visitors keep stop throw trash keep their motors running while stopped causing pollution in an other wise clean air place.
The animals are frightened causing stress

Topic Question 5:

Stop Pathways! adding more blacktop is a travesty. Top pave over the earth so that a few people can ride their bikes is insane and a waste of resources

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 113**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/12/2014	Date Received: 01/12/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Access to GTNP from my inholding at Poker Flats. Also the winding, rural, scenic nature of the road.

Topic Question 2:
Too much traffic! Also, traffic backing up as visitors stop to look at wildlife.

Topic Question 3:
I agree with the goals described in the Adaptive Management Plan.

Topic Question 4:
I would like the Moose-Wilson road to continue to provide auto access to the park (I do not favor the limited auto access option).
I would also like the road to remain winding, rural and natural-feeling.
I would not be opposed to paving the road because it would decrease dust and make the road more appealing to shared use (bicyclists and walkers). But if the road were paved, that would have to be combined with speed bumps and other speed-limiting devices.

As far as changes, I would like to road to be a better for bicycling (safer, less bumpy and dusty).
I would also like to see less traffic and congestion on the road.

Topic Question 5:
Of the options proposed, I support the one-way northbound option with some complementary approaches, including:
* speed bumps or other traffic slowing/calming measures;
* additional pull outs for safe wildlife viewing and to allow faster-moving vehicles to pass;

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- * two-way paved bike/walking lane on one side of the road;
- * small parking area at the southern entrance station (near Poker Flats) where people can leave their vehicles and walk or bike into the park. If there were a park shuttle to reduce auto traffic in the park, this could also be a shuttle stop.

Advantages of the one-way northbound option:

- Making the Moose-Wilson Rd one-way/one-lane would allow room for a two-way bike/pedestrian path without expanding the width of the road. I would love to see a bicycle trail along the MW road and connecting to the existing bike path north of Moose. If GTNP added a small parking area near the southern entrance to the park (the one by Poker Flats), people could leave vehicles while they ride their bikes into the park. This would provide an additional recreational opportunity and also decrease auto traffic in the park.
- One-way traffic all the time is preferable to reversible flow. Reversible flow is confusing and would be frustrating, particularly to visitors who aren't used to it.
- One-way northbound is also preferable to one-way southbound because if people are heading north from hwy 390 and get to the southern entrance station only to find the road is one-way going south, they are going to have to turn around and drive all the way back the way they came, around via hwy 390 and hwy 89 to Moose. This is going to make people very annoyed and decrease visitor satisfaction. On the other hand if one were driving south and got to a one-way sign at the north end of the road, you just have to head a few hundred yards back around to hwy 89 and proceed south through Jackson.
- The one-way option is preferable to the limited auto access because most Americans prefer to drive their private vehicles. One-way might be combined with some sort of park shuttle which could serve to limit auto traffic. If there were a parking area at the southern entrance, people would have the option of leaving their cars there and using a shuttle to tour the park rather than driving. The shuttle should also include a bike rack so visitors could combine bike riding, hiking, and public shuttle to enhance their visit.
- The one-way option should also include low-cost traffic management improvements like speed bumps and additional pullouts for wildlife viewing or to allow vehicles to pass.

Thank you for requesting public comment.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 114**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/12/2014	Date Received: 01/12/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
being able to view wildlife while traveling from either direction from Moose or Teton village

Topic Question 2:
it needs to remain a two way road with a bike path added

Topic Question 4:
the road remains a two way road with a bike path added and RV's excluded.

Topic Question 5:
leave it the quaint little pack road that it is.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 115**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value the cycling on the Moose Wilson Rd. It is a very unique way to visit the Park and engage with the natural land on my bike.

Topic Question 2:

The biggest issue is making sure there are multi-use options for people to experience the road in all seasons. There needs to be a safe way for people to get out of their cars and experience this treasure in a non-motorized way. A Summer pathway and Winter grooming are critical to connecting visitors with the Park.

Topic Question 4:

I would like to see vehicle traffic remain limited and slow as it is now. I would like to see the addition of a separated non-motorized pathway as well as Winter grooming on the road.

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 116**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Wild and rural setting and the opportunity to see wildlife in its natural habitat. Would prefer to see the entire loop include a pathway to separate vehicular traffic from pedestrians and bicycles.

Topic Question 2:

A safe alternative for bicycles, hikers and walkers to make the entire loop without worrying about vehicular accidents.

Topic Question 5:

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

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**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 117**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
I rarely drive this, so I would say the scenic and rural feel to bike riding.

Topic Question 2:
Narrow road is not as safe as the bike path portions for cyclists.

Topic Question 4:
Either close it to all cars or build a separate bike pathway.

Topic Question 5:
National Parks place far too many resources towards automobile access, and not near enough to human powered enjoyment.

Comments: Strongly support any improvement to the moose wilson road which increases safety for cyclists. Would also like to see winter access improved for skiers and snowbikes with a grooming program.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 118**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The quiet, winding corridor through the forest- -fantastic biking.

Topic Question 2:
Summertime tourist traffic, both in terms of moving vehicles and the inevitable traffic-jams behind vehicles stopped to observe wildlife.

Topic Question 4:
I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 119**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

As you can imagine, we are very sensitive to the future of the Moose Wilson Road corridor. We have obviously spent many years in this area and rely upon its pristine character for our guest's enjoyment every year.

Topic Question 2:

Bicycle pathways seem to be the most popular, and sensitive, topic around the valley for this corridor. We hope the park stands up to the values you have all maintained and consequently held us, as concessionaires, to maintain. I can imagine this will be an extremely political topic as lobbyists, local interest groups, and a variety of government officials force their opinions onto the park. Please don't give into this pressure and continue maintaining the park's values. We love bicycle pathways as much as anyone else, but we don't feel this is the right area for it. With the amount of pristine wooded area to be destroyed and realistically, the difficulty in riding this area, it just doesn't make sense for the general public. Is it worth doing all of this for just the few who can actually be able to enjoy it unlike all the other pathways in the valley?

Topic Question 5:

I wonder, how many of these interest groups truly understand the uniqueness of this corridor, its sensitive biodiversity, and the level of management required to maintain this corridor. "Simply" installing a bicycle pathway is more complicated and complex than many believe.

When talking to others about the pathway, the most confusing detail is how many miles of pathway are actually being considered for construction. It is unclear if the pathway that was approved from Granite Canyon Entrance to the Rockefeller is still under consideration, or a given. I thought it was being reevaluated because of the increase in wildlife conflicts in the area. It may be prudent to clarify this detail in the future since many think only 3.5 of pathway is being considered and eventually constructed.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 120

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Beauty, wildlife, connection to GTNP from the south, often quiet roads until height of summer traffic...

Topic Question 2:
The biggest and toughest issue is managing car traffic; this used to be a very quiet road. Now it gets really crowded and dangerous in the height of summer. You should consider a ban on cars. Provide bus service and improve walking and biking infrastructure. cars are the biggest risk to humans and wildlife and have the heaviest negative impacts in terms of wear and tear on the road, pollution, accidents, death.

Topic Question 3:
NPS certainly knows these values better than me. Wildlife habitat is obviously critical.

Topic Question 4:
I'd like to see it returned to being a quiet backroad corridor, and the best way to do that is to ban vehicles other than busses and bikes.

Topic Question 5:
If you continue to allow cars through here, you need to provide a safe pathway connector for walking and biking. Viable routes have been discussed. The popularity of the new pathways in the park and from town show the need for this critical connector.

Comments: Managing humans is a tough challenge! I don;t envy you...Separating Americans from their cars is almost heresy. If Yosemite had done this in Yosemite Valley in 1979, when it was first considered, think how much human impacts would be reduced now!!! You should be bold, not timid. Banning cars will cause a lot of anger and

furor, but it's the right thing to do.

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 121

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I enjoy the nature that surrounds me. The Moose-Wilson corridor seems like an off the beaten path kind of corridor. Grated, it has become a lot...a lot, more popular in the past several years. This is why I use this corridor while riding my bike. Riding a bike through this corridor gives me that intimate feel with nature that has been lost since it's motor popularity in the last 15 years.

Topic Question 2:

Traffic is issue one. The problem with this corridor is its popularity. Popularity with visitors and locals. Visitors, generally driving slow with their eyes glued to the scenery around them, not the curvy blind spots of the road. Unsafe. Locals, generally using it as a shortcut, driving too fast and too impatient. Again, unsafe. Finally you have the increased popularity of hikers, walkers, and bikers mixed in to this narrow corridor.

Last summer, after several close calls with motor vehicles, I swore off riding the Moose-Wilson stretch from June-August. It just became to unsafe due to distracted or aggressive drivers. An unfortunate shame because of the unique bike path that can be rode most the way from Jackson.

Topic Question 3:

It's because of these resources that make the Moose-Wilson corridor so attractive to unmotorized use.

Topic Question 4:

I enjoy the path it takes through the pines, streams, canyon entrances, views, and marshes. I hope this doesn't change. I would like to see a similar walk/bike path that meets up with the Jenny Lake path. Maybe one-way traffic at certain times of day (0800-1000 North bound, 1600-2100 South bound) during Peak visiting months.

Topic Question 5:

Thank you for taking my comments. I look forward to the public discussion.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 122**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The scenic beauty, the convenience of the access route into the park.

Topic Question 2:
Ensuring the safety of cyclists and pedestrians who wish to follow the Moose Wilson corridor.

Topic Question 3:
It should be of fundamental importance to the Park to enable Park visitors to get out of their motor vehicles and follow the established routes of the Park on dedicated pathways that completely separate cyclists and pedestrians from motor vehicles.

Topic Question 4:
The road should be maintained as a two-way route and a dedicated pathway should be built on the entire length of that route.

Comments: It will soon be 15 years since my daughter Gabriella died riding a bicycle in Grand Teton National Park. Gabri died on July 24, 1999 because there was no pathway for cyclists and pedestrians. She died because she had to share the road with motor vehicles.

I remember that day too well. It was sunny and warm; the skies were clear. We were part of a Backroads bicycle tour riding near Jenny Lake and Gabri, an experienced cyclist, had gone ahead with other members of the group. She did everything right, riding single file to the right of the fog line, wearing a bright orange safety triangle on her back and a helmet on her head. But she had no chance when an inattentive driver's van came from behind and slammed into her.

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When I arrived the paramedics were already at work. I watched as they lost her and pronounced her dead.

Since that time my wife Liza and I have worked to make Grand Teton safe for cyclists and pedestrians. For us, there is only one way to achieve that goal, and that is to build the entire pathway system promised by the 2007 Grand Teton Transportation FEIS. The pathway connecting Moose to Wilson is an essential part of that system.

Building the Moose-Wilson pathway will enable park visitors - hikers, bikers, families with children and the disabled - to get out of their cars and enjoy the beauty of the Park separated from one of the most heavily travelled motor vehicle routes in Grand Teton. This vital transportation alternative will not only achieve the level of safety that cyclists and pedestrians deserve. It will also enhance visitors' experience and appreciation of the Park, and surely reduce motor vehicle impact on the Park environment.

Grand Teton is ideally suited to construction of a comprehensive pathway system that will be a model for the nation. But the pathway system will not be complete, and people who leave their cars will not be safe, until cyclists and pedestrians have a pathway along the entire road from Moose to Wilson. Whatever plans the Park may have for the 10,300 acre area identified in the recent Moose-Wilson Corridor Comprehensive Management Plan - Scoping Newsletter, a complete Moose-Wilson pathway must be part of that plan. As I am reminded every single day, it is simply a matter of life and death.

No one who chooses to bike or hike should have to fear losing their child on the roads of the Park. The pathway system promised by the 2007 FEIS must be completed, and a complete Moose-Wilson pathway must be part of that system.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 123**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
It's one of the few places that you drive or bike through that feels enclosed because of the trees on both sides. This valley is very open so the moose-wilson corridor is a special, peaceful place.

Topic Question 2:
safety. To have a path just for cyclist and walkers would be great!

Topic Question 3:
No

Topic Question 4:
Continueing to keep it safe for the wildlife.
Adding a separate path for cyclists and walkers.

Topic Question 5:
none

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 124**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Peace and quiet and the chance to show family and friends the wildlife that frequent the area. Being able to travel the corridor on bikes instead of in cars would create a new level of enjoyment of this beautiful area.

Topic Question 2:

The amount of vehicle traffic has increased in the 21 years I have lived here. This diminishes the experience and could be harmful to the natural residents of the area. A safe pathway would allow people to enjoy the area without bringing their cars and would make for a quieter experience for everyone.

Topic Question 4:

Keep the road small and slow but add pullouts so people can stop and enjoy. Build a separate pathway for bikes and pedestrians so folks who want to enjoy the corridor without their cars can do so. This pathway also completes a loop of safe and beautiful pathways which enhances our valley and GTNP.

Topic Question 5:

GTNP has made significant strides over the past 5 years in helping locals and visitors experience the park without their cars. Biking and jogging is now a safe alternative throughout large portions of the park. Adding a pathway along the Moose-Wilson corridor would be another huge step forward for GTNP and would enhance visitors experience even further.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 125**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
the unique backcountry experience that is experienced. One of the last spots on the valley floor that you can really feel the "real" Wyoming

Topic Question 2:
Shared road. Corridor is used by many cyclists now and will be in the future. Better to plan now than react later

Topic Question 3:
improve yet do not change character of corridor

Topic Question 4:
the rural character

Topic Question 5:
I would support a one-way consideration if that is what it would take to have the room for a pathway included in plan

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural character of the existing road should be preserved while providing safe access for hikers, bicyclists, walkers, wheelchair operators, and others with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who wish to access Grand Teton without the use of a car. Please prioritize public safety and add a complete pathway from Granite Entrance to Moose - connecting to the incredibly successful and widely celebrated Grand Teton National Park and Jackson Hole Community pathway systems.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 126**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I value the rural characteristics, the wildlife abundance and the access to Teton Village and Moose. As a runner, cyclist and a parent.. I value the Moose Wilson road to bike, run, stroll and access great trail points. I love stopping to see a Moose whether I'm in my car or on my bike.

Topic Question 2:
I am in support of keeping the Moose-Wilson corridor rural and safe for all modes of transportation-walking, biking, driving, running, strolling and more. Including a pathway that completes the route would be a fantastic way to continue promoting non-motorized travel, keeping safety a priority by separating non-motorized from motorized and keeping with the character of the area- -slow down and enjoy the scenery.

Topic Question 4:
Rural Road. Please add a pathway to keep strollers, bikers, and walkers safe.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 127**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Opportunities to view wildlife. Also, Moose-Wilson Road is a great way to connect the North 89 Path to the Village Path by bicycle. I ride it on a regular basis.

Topic Question 2:
Currently the road is not safe for user groups other than vehicles.

Topic Question 4:
Moose-Wilson Road should continue to have a 20mph speed limit to discourage vehicles from using the road as a short cut. Please consider making the road bicycle friendly. Any improvements made to the road should keep cycling and other non-motorized user groups in mind.

Topic Question 5:
Please consider a pathway connecting the Village Road path and the Inner Park Loop path.

Comments: I support a pathway along the Moose-Wilson Road corridor!

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 128**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Safe bicycling and walking: The roadway is narrow, is in poor shape in places and a plethora of motorized vehicles travel the route during the busy summer months.

Topic Question 2:

Concerns are the topography of the area and the questionable location of the existing roadway, enhancing natural and cultural resources including wildlife habitat and providing safe access to park for the enjoyment of this and future generations. Currently the existing roadway is not compatible with NPS' mission.

Topic Question 4:

I envision a safe multi-modal pathway with similar specifications and cross-sections to existing pathways currently on the ground in Teton County, WY. The path would be aligned at least 30 feet away from a newly constructed roadway. The pathway would connect with the northern terminus of the existing Moose-Wilson trail just to the north of Teton Village and would connect to the existing pathway running through Moose. Additionally, the roadway should be limited to smaller vehicles, should serve two-way traffic and should limit the width of travel lanes to 11 feet.

Topic Question 5:

Winter automobile parking at the current southern terminus of the Moose-Wilson road at the Death Canyon / Whitegrass Ranger Station roadway entrance should be addressed with the new roadway alignment. Current parking facilities are often overcrowded during busy winter days.

Comments: Thank you for the opportunity to comment. I look forward to following the discussion and taking part in future discussions regarding the Mosse-Wilson road.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 129**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
access to wildlife and backcountry trailheads. Both are key components to our enviroment and outdoor recreation. People travel from around the globe to enjoy those resources.

Topic Question 2:
We need to ensure a proper pedestrian/non motirized route is provided.

Topic Question 4:
Proper pedestrian access. Road is very tight and no shoulder space. Widen the road and at the same time put in a bike path for everyone to enjoy. In doing so, we can complete a safe loop and make the journey safer for everyone.

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural character of the existing road should be preserved while providing safe access for hikers, bicyclists, walkers, wheelchair operators, and others with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who wish to access Grand Teton without the use of a car. Please prioritize public safety and add a complete pathway from Granite Entrance to Moose - connecting to the incredibly successful and widely celebrated Grand Teton National Park and Jackson Hole Community pathway systems.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 130**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I enjoy riding my bike through the Moose-Wilson corridor. I like the animals in the water and the natural feel to the place.

Topic Question 2:

The moose wilson road gets too much motorized traffic and it's stressful. The tight corners are travelled too fast and too often by cars. The terrain and area are not appropriate for motor vehicle travelers. One opportunity that the park has is to create an area where off-pavement bicyclists are allowed. Bikes are the best method of experiencing the woods, and unfortunately the Park has next to no infrastructure for their off pavement use. The Park has hundreds if not thousands of miles of dirt hiking trails, and none that allow for the use a bicycle. As a person with disability who cannot access the woods without the assistance of a bicycle, I feel that this is in violation of the persons with disabilities act.

Topic Question 3:

The moose wilson corridor should be a resource set aside for non-motorized use. I hope the new realignment moves the road further away from the water and animals.

Topic Question 4:

I would like to see the continued use of the road for on pavement cyclists. The only change I would like to see in the corridor is infrastructure for off-pavement cyclists.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 131**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Ease of travel and access from Teton Village into GTNP and great cycling/running loop with beautiful scenery and wild-life viewing.

Topic Question 2:
It is unsafe to walk, run or bike along this road. The roads are very narrow and do not support non-motorized modes of transportation.

Topic Question 4:
I hope the speed limit will remain low. I do like the access it provides into GTNP but do not want it to be used as a cut through to the airport. Keeping the speed limits low would prevent this type of traffic. I would also like to keep designated turn-offs. The wildlife view is spectacular and I like the opportunity to pull off safely and often.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 132**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/13/2014 Date Received: 01/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The slow rural scenic nature of the road, abundant wildlife and scenic wooded views. I cycle along the road whenever possible, it makes a wonderful loop with existing pathways, however it doesn't always feel safe in the current condition.

Topic Question 2:
1. maintaining a slow traffic flow. I think it is important restrict large vehicular traffic and preserve the slow pace of traffic. Widening the road would make it safer as long as speed and vehicular size are controlled, with the addition of a pathway for safe walking, cycling and wheel chair access.

Topic Question 3:
Wildlife should have a priority. Safe travel and a quality experience for all visitors should also be a priority. The existing Grand Teton National Park pathway has been enormously successful in providing visitors a quality experience outside of the car while promoting physical health.

Topic Question 4:
Keep the speed down, and maintain the rural nature of the road and improve safety for wildlife, hikers, bicyclists, walkers, wheel chair operators and vehicles. I support a complete pathway to connect the 3.5 mile gap within a larger 30 mile loop along the Moose-Wilson corridor.

Topic Question 5:
It's important to carefully design the road for future generations while maintaining it's unique character, protecting wildlife and enhancing the visitor experience safely.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 133**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I grew up near Dubois WY and have lived in the Teton Village/ Wilson area for the last twenty years. To commute back to see my family it takes almost an hour less driving time if I am able to take the Moose Wilson road. The thing I value most is not running into huge tourist moose jams by the beaver ponds.

Topic Question 2:

I can't believe the Park would consider making it one way and no bike path- seems insane to me. I think the no parking two mile stretch is awful! The whole blocking pull outs and making them smaller seems like horrible mismanagement and has just worsened the problems.

Comments: PLEASE make Moose Wilson a two lane paved road with HUGE pullouts everywhere including the bridge area to make our park more accessible and enjoyable to everyone. Please open it year round. Please, please connect it with the existing bike pathway infrastructure, it would an unfathomable disappointment to our community, local economy and environmentally progressive users/bike riders. Thanks,

Ranyon d'Arge

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 134**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

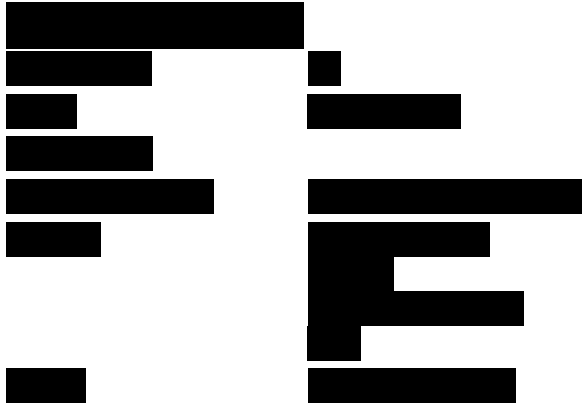
Topic Question 1:
scenic roadway with wildlife

Topic Question 2:
heavy traffic makes it a safety hazard for wildlife and people commercial use should be banned cabs, wildlife expeditions people stopping in middle of road causing traffic hazard and road rage

Topic Question 4:
limiting motorized vehicles to improve traffic jams and for safety concerns

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 135**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

It connects Wilson and down town to the GTNP giving cyclists another option to the route past the airport. The beauty and possibility of seeing wildlife is greater than the route next to the HWY.

Topic Question 2:

We need a bike path in addition to the current road. I am not against auto traffic on the road, I just think it would be wise to separate the bikes from having to ride on the road

Topic Question 3:

NO

Topic Question 4:

See 2

Topic Question 5:

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural character of the existing road should be preserved while providing safe access for hikers, bicyclists, walkers, wheelchair operators, and others with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who wish to access Grand Teton without the use of a car. Please prioritize public safety and add a complete pathway from Granite Entrance to Moose - connecting to the incredibly successful and widely celebrated Grand Teton National Park and Jackson Hole Community pathway systems.

Comments:

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 136**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

The country character and heavily forested road is ideal for cycling. It is a great way to get up to the park and connects two of the successful pathway system trails.

Topic Question 2:

Traffic and wildlife. There are too many cars going too fast on the Moose Wilson Rd. It would be great to have a separated path way for pedestrians and cyclists to enjoy the area in a safe way and not impede traffic. There will be much less impact by these quiet, non motorized methods of transportation.

Topic Question 4:

The forested rd with over hanging trees, and ADD a separate but parallel pathway for cyclists and pedestrians.

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 137**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/13/2014 Date Received: 01/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I own horses, and have ridden the last 20 years, almost on a weekly basis, somewhere along the corridor. What I value most is the fact I can ride anywhere on either side of the road and have the most wonderful wildlife experiences. Elk, moose, deer, and bear I see regularly. Being on horseback, the animals don't mind us in the least, they barely give us a second look as long as we keep moving. On another note, the corridor is probably the first place we can ride in the spring once the snow melts and the mud isn't too bad. In the fall, it's the last place we ride that has good footing, and no hunters. The Gros Ventres are mostly clay, and once wet, very dangerous. The corridor is mostly river bottom. I ride all year long, and riding indoors 7 months, all that gets me through those long winters is a chance to be outdoors.

Topic Question 2:
I feel some people are using it as a short cut. The road needs to be slower... I understand the needs of some, but I feel the town should address this topic someday, the need for a second way across the Snake River.

Topic Question 3:
The fundamental resources are abundant. Watersheds, wildlife, scenery, solitude, are so important. But not to the extent it is padlocked and kept at a distant to the public. As a horseback rider, I have seen things that no hiker ever will. Now a days people want to see the big 5, get their trophies, and go home. I feel they need to see what I see, so they will want to keep it, and protect it, for future generations. How do we show them, and yet protect the resources as well?

Topic Question 4:
I do like bringing guests along the corridor. I feel that it is a beautiful scenic by-way. I would hate to lose that aspect of it. I also ride my horse weekly along the corridor, and I would like to be certain that as horseman, we always have

access. I may be wrong in this assumption, but I feel the corridor has the largest group of wildlife over anywhere else in the park. I feel that this area is the parks greatest gem.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 138**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I like the SLOW road and the beauty!

Topic Question 2:

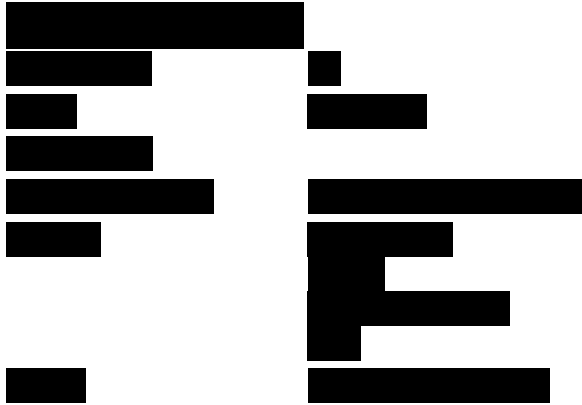
Let's get the pathway to connect The Village and Moose. How cool would that be!?!?

Topic Question 4:

Keeping the slow road. Connect the pathway.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 139**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

a nice way to approach either death canyon or the main entrance of the park.
I ride my bike from home to jenny lake frequently.
I live on Fall Creek road.
I also go to the Preserve on my bike and take my hiking shoes. It does not make sense to go thru town.

Topic Question 2:

The traffic jams and crazy parking are a huge turn off. The narrowness of the road create hazards for everyone. Often the road is completely blocked and there are people all over the place - - in my view totally harassing and endangering wildlife. No one respects the parking rules or the safety of others.
The road could be realigned, the rules of the road could be enforced on a regular basis and more obvious, and bikes should be allowed the right of way. For the most part, vehicle drivers are polite to cyclists, but if there were better signage explaining that bikes share the road, it would be safer.

Topic Question 3:

As of now, that road is totally inadequate for the number of cars allowed on it in July and August.
It's a beautiful corridor and is completely spoiled in July and August by the crazy drivers that use it as a parking lot.
The value of the area is as great as any part of the park. - No difference.
In other parts of the park, roads have been improved to handle 21st century visitation numbers.
The Moose Wilson road has it's charm because it is designed for traffic levels in 1950.

Topic Question 4:

If the road does not undergo major redesign, limiting the number of cars on the road and offering a VERY GOOD mass transit system to deliver people to their destinations would be necessary.

It would be absurd to cut off WEST BANK visitors and residents from access to the park from the west side of the river.

Ultimately you would create more pollution with wasted gas and traffic through town.

Wildlife is EVERYWHERE in Teton County, not just in the park or on the Moose Wilson Road, and in every case should be respected and protected.

Bicycles should be allowed at all times and in both directions and should have the right of way.

Bicycles have helped slow traffic on the MW road. If there were more signs about sharing the road and the rules and safety procedures for passing a bike on the road, the road would be even safer.

Topic Question 5:

Could you require a minimum of 3 people per car in order to enter the MW road?

Why not make a reg, just as the express lanes in cities have regulated, or as parking in Teton Village in the winter.

Perhaps you could charge an additional fee, or offer a season pass add on, for those that use the road without 3 people in the car. Because of course there will be circumstances that do not allow 3 people in the car, but it makes no sense to drive around thru town if one lives in Teton Village.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 140**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The wildlife & beauty of the area.

Topic Question 2:
Poor condition of the road & width of the road. The potholes are terrible & road is dangerous for cars & bicyclists to share. There should be more pull off areas/wider shoulder so cars don't stop in the middle of the road making it difficult for others to get around.

Topic Question 4:
I would like to see an improved surface with a bicycle/walking lane. It would be great to have the road open year round.

Topic Question 5:
I support a bike/pedestrian pathway along the Moose-Wilson corridor. This would make the road safer and mor enjoyable for all.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 141**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The scenic quality and slow moving nature of the vehicles. The wildlife is also quite amazing along this corridor.

Topic Question 2:
Public safety. Currently the corridor is only safe for vehicles. Including multi-modal forms of transportation and movement along this corridor would be smart and connecting to the adjacent pathways on either end would serve everyone's best interest for safety and enjoyment.

Topic Question 3:
Any revisioning of the corridor needs to take into account the fundamental resources that are currently present - wildlife, natural elements of forest, water features and other flora and pay close attention to minimize impacts on such. There's a fine balance needed here.

Topic Question 4:
The slow nature of the vehicular traffic - a byproduct of the tightly curving road. This is a fantastic aspect of the corridor that shouldn't be lost if vehicles are allowed to continue to use it. The sheer beauty of the scenic elements all along the corridor should be maintained. Changes would include connectivity to the adjacent pathways at either end of the corridor allowing park visitors other ways to enjoy this setting without being bound to a vehicle - and doing so in a safe and enjoyable manner.

Topic Question 5:
This is a wonderful opportunity available to the local community as well as the broader national audience that visits the park annually. Creating a safe and enjoyable experience along this corridor would further add to the success of

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the park's pathways as well as the community's pathway to the south.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 142**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Wildlife #1 and the limited travel on the road

Topic Question 2:
Wildlife. I do not think it should be paved nor do I think we should go through a major disruption of the area by building a pathway.

Topic Question 3:
Yes, I think we should keep it as natural as possible. More construction for a path or paving the road will just make it a highway which would have a major and dangerous impact on wildlife and the beauty of the area.

Topic Question 4:
Keep it like it is.
No changes other than basic road maintenance and more signs on both ends warning of slower speeds (add more speed limit signs), rough road and no trailers.

Comments: I heard about this from multiple sources and by paying attention.

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 143

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I enjoy the ability to enjoy the area with fewer motor vehicles. Being able to move at slower speeds to take in the natural beauty of the area.

Topic Question 2:
Increase in traffic. Zero safety corridor for people to safely travel in the area while outside of a vehicle.

Topic Question 3:
Stated below

Topic Question 4:
Closures in winter. The addition of safe travel corridors for bikers, hikers and walkers.

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking. Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 144**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Wildlife opportunities

Topic Question 2:
Narrow road way to share with bikes

Topic Question 5:
A pathway connecting Teton village with moose would be helpful on so many levels. Safety for everyone, cars not having to worry about bikes on the road. Safe place for family rides walks. another way for people to see wildlife along that stretch besides trying to cram the roadway with parking.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 145**

Author Information

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/13/2014 Date Received: 01/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Less crowded. Its less crowded

Topic Question 2:
Multi Use path is good Idea but not at the cost of two-way auto traffic. Everybody gets old... What about those...

Topic Question 3:
Access for ALL is paramount.

Topic Question 4:
Two way Auto Traffic.

Topic Question 5:
I'm not against bike path... But would be against it if its at the cost of 2 way auto traffic.

Comments: My best friend was almost killed 3 years ago in an accident involving him (on a bike) and a commercial vehicle. I am a format Triathlete and have competed in Lotoja as well as other USA Cycling Events on countless occasions. I have had good and bad experiences on bikes and in cars. I also believe that any plan that limits auto access any more than it already is is a mistake and unfair to aging and physically challenged. Even one traffic for auto diminishes the driving experience. We've all done trips and seen different things depending on direction of travel... Especially considering that there are few places to stop and pull off on that stretch of road.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 146**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

1) The old West feel. 2) Ease of access to Moose and the Airport. 3) Viewing wildlife.

Topic Question 2:

I think the biggest issue facing the Moose-Wilson corridor is congestion. Since the Park Service closed the turnoffs the congestion has become significant. There is no place to get off the road to watch wild life. Therefore, all thru traffic gets backed up.

Topic Question 3:

NA

Topic Question 4:

The old west feel. Open up and improve the turnoffs that have been closed by the park service. It is ironic that there is talk of cutting a bike path or even a new road yet the turnoffs have been closed because it hurts the environment.

Topic Question 5:

Please do not make the road one way. Bad idea.

Comments: I have been visiting the valley for 50 years. In the past, the road worked very well until the park service closed the turnoffs. With the turnoffs blocked, there is no room to get off the road and view the wild life. Bear jams have become very common.

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Correspondence: 147**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/13/2014	Date Received: 01/13/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
It is slow, it travels through a variety of habitats and it is a great bike ride.

Topic Question 2:
Keep it slow but two way. Promote clean travel over cars.

Topic Question 4:
Bike friendly. Parks should encourage non motorized.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 148**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value this rustic part of the park for it's tree-lined path (quite different from the rest of the park roads), the meadows, wildlife sightings, and access to trailheads and the Lawrence Rockefeller Preserve. I prefer exploring this corridor on bicycle.

Topic Question 2:

One of the biggest issues affecting the corridor is the heavy traffic. The dirt sections of road and narrowness slow down traffic a bit, but some people still drive it too fast. In recent years, it feels like there is often bumper to bumper traffic on the road. This traffic makes it more dangerous for cyclists and must disturb wildlife as well.

Topic Question 3:

I think it is important to protect the wildlife in the area as well as the cultural resources.

Topic Question 4:

I hope that the Moose-Wilson corridor will remain a low traffic road. I have concerns that if the road is improved too much, it will be used more as the shortest route between Teton Village and the airport. I think it is important to maintain the windy character of the road. I would also like to see the corridor continue to be used in the winter by cross country skiers.

I would like to see improvements made to encourage cycling on the Moose-Wilson corridor. A bike path or bike line could connect to the pathways in the rest of the park and encourage more visitors to get out of their cars. I support actions that will minimize vehicle use in the park, particularly on the Moose-Wilson corridor.

I also think the corridor could be a hotspot for human powered travel in the winter. If the corridor is groomed for xc

skiers in the winter it will attract visitors with minimal impact on park resources.

Topic Question 5:

I have heard suggestions of making the corridor a one-way road. I think that could work to decrease traffic and improve safety. It would also leave ample room for a bike path or bike lane. Some other parks, in recent years, have closed certain roads to private vehicles. Is that an option for the Moose-Wilson corridor? It may not be time yet for that kind of action in GTNP, but I would support actions that encourage visitors to get out of their cars. I think the focus should be to find creative ways to decrease traffic, not merely to accommodate the increase in vehicle traffic.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 149**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I value the beauty of a slow-winding country road and the access it provides to Grand Teton National Park from Wilson. I am able to enjoy our park more often because of the Moose-Wilson corridor.

Topic Question 2:

I would like to be able to use the Moose-Wilson corridor safely on a bicycle or walking with my family and friends who also enjoy Grand Teton National Park. With the great strides GTNP has made with making cycling safer in the park with the existing paths, the synergy should continue throughout the Park. Being able to provide safe bike and walking paths to locals and visitors, getting them out of their car to feel the wind in their hair instead of the fumes from their car is a beautiful thing.

Topic Question 4:

Please keep the road to a minimum and add safe biking/hiking paths for families.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 150**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 4:
I believe the Moose Wilson corridor should remain a rural dirt track, but improvements should be made to increase safety for all users. The road should be wider to increase safety for two-way traffic. There should be numerous pull-offs for slower traffic. There should be a paved pathway for non motorized traffic a safe distance to the left or right of the road way. The pathway should be groomed and open to nordic skiers during the winter season.

Topic Question 5:
Safe two-way traffic and a paved non motorized pathway completing the loop through the valley is a must for the corridor.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 151**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Solitude from the crowds, wildlife and speed or lack there of.

Topic Question 2:
I hope it doesn't become a one-way road.

Topic Question 4:
two-way traffic. I hope the realignment doesn't promote higher speeds of travel

Topic Question 5:
Potential regulation for the number of taxis traveling the road especially when flights are arriving at the airport. Early morning you see taxis traveling from the Village along the MW Road at a high rate of speed for road character to get their clients to the airport. Same with once they drop their clients off at the Village. They return down the MW Rd to get back to the airport asap as time is money for them. I don't believe they have commercial business permits through the park?

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 152**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Shortcut to Park, scenery, wildlife.

Topic Question 2:
Traffic, parking/stopping on roadside, congestion, dust, poor attention by drivers/tourists, no place for bicycles.

Topic Question 4:
Pave. Add bike lane. Redirect North end. Add obvious turn-outs.

Comments: Obviously the most important traffic issue in the Park outside Jenny Lake. Truly evaluate the reason why the road is not paved, then pave it. Dust is a ridiculous pollution (health) problem that was OK 30 years ago, not now (witness dust-covered trees in summer and lack of wildlife along the unpaved section). We need to let go of the "keep it rural feel", "maintain character" themes now that the place is over-run. It has become a DESTINATION rather than the route that was its intention (as evidenced by the installation of the Park Service gate). Re-direction is necessary on the North end with parking and turn-outs. Leave the old roadway as gravel pathway. Add a bike lane. A new pathway should be away from the road to allow for less disturbed movement of wildlife...a problem sited by park personnel regarding the new inner park road pathways.

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Correspondence: 153**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

We like to bike a loop that includes the corridor. We also do up and back rides that begin in the west bank and access the bike path to Jenny lake and the road beyond. The corridor allows us to access our rides from Wilson without adding congestion to auto traffic.

Topic Question 2:

Opportunity to provide a necessary missing piece to our evolving bike network in a world class setting that needs less auto traffic.

I am concerned that the wildlife viewing companies are causing unwarranted traffic jams many times because they refuse to pull over and let traffic by.

I am perplexed at the closing of turnouts between the dirt/pavement at the JY and Whitegrass. Don't we want to provide every opportunity to get out of the car.

Equally amazed that the dirt section has not been paved. How much is spent on maintaining this.

Topic Question 3:

I believe this corridor has it all. The wildlife viewing is drawing crowds because of the abundance of wildlife that people love. We need to provide off road parking for people that are at the bear and moose jams.

All of the values in the newsletter are evident in this corridor and they are the same things that draw visitors. You need to manage so that people can enjoy it with a minimum impact. That would be Bikes.

Topic Question 4:

Add a bike path or striping for a bike lane. Pave the dirt section but leave it narrow and winding. Reopen closed turnouts. And consider leaving the road where it is instead of moving a section of it.

Topic Question 5:

I would be interested in thinking about a system like Zion NP where access is provided to points of interest by propane vehicles that do an up and back from moose to teton village on maybe a half hour schedule. Only cars of corridor residents and park personel would otherwise be allowed. They would share the road with bike traffic.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 154**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I appreciate the quiet drive through an area of the park frequented by wildlife.

Topic Question 4:

I would like to see the road remain small and windy but I would like to see additional pullouts/parking for wildlife viewing to prevent frequent traffic jams.

Topic Question 5:

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural character of the existing road should be preserved while providing safe access for hikers, bicyclists, walkers, wheelchair operators, and others with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who wish to access Grand Teton without the use of a car. Please prioritize public safety and add a complete pathway from Granite Entrance to Moose - connecting to the incredibly successful and widely celebrated Grand Teton National Park and Jackson Hole Community pathway systems.

Comments: Please consider adding a bike/walking path through this small stretch of the park to complete a larger loop. Adding a bike path would drastically reduce safety hazards and provide visitors with a much safer and less intrusive way to view wildlife. A pathway would also decrease vehicle traffic on the road and add another recreational use to this section of road.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 155**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
wildlife and more direct route to work, being able to bike to work

Topic Question 2:
wildlife jams

Topic Question 4:
continue providing two-way traffic and provide a bike path or a shoulder for bikers

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 156**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
I like the winding road and the intimacy of the road thru the woods

Topic Question 2:
I would like to see a separate path for the bike thru the woods.

Topic Question 3:
didn't read newsletter

Topic Question 4:
I would like the road to remain winding in intimate. I would like a separate bike path thru the trees to make the bike ride into a loop from town.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 157**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
We love the "backroad" to Moose from the Village - winding road, streams, animals

Topic Question 2:
need a pathway (bike, walkers, etc) between Village and Moose - we used to bike pretty safely on the road (back in the 1980 and early 90's) but now we would not take a bike on that road - not safe! Please complete the major loop that Grand Teton Natl Park and JH Community Pathway systems have started

Topic Question 5:
We were living in Jackson when Gabriella and Jeff were killed in GTNP while riding their bikes - this is why it is sooooo important that pathways are built so we can be safe while riding bikes. Give kudos to the Axelrad's for supporting our pathways and starting "rides" to get people to be aware! Thanks!

Comments: We heard about this document from Friends of Pathways in Jackson, WY

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[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

It is hard to single out even a set of most valued characteristics along this stretch of the park. I love the access that I have as a Teton Village Resident. The fact that I can hike on wooded trail directly from Teton Village to virtually any backcountry location in the park including the LSR Preserve. I like the sheltered nature of the Moose-Wilson Road as well as it's winding character, wildlife viewing and the unpaved section helping mitigate it's use as a through route. It is also a lovely alternative entrance, what I consider a back door to our park. I love riding my bike along this scenic road, particularly during lower traffic periods. I often do the loop through town and moose and back to the Village. I also ride to Jenny Lake and Back.

Topic Question 2:

Traffic, noise, dust, congestion and the interface between motorized and non-motorized use on the road are my largest concerns. The backcountry trail system functions fantastically and is a special area of the park, particularly the valley trail to Phelps Lake and the granite canyon trail. They have a more private character than most trails in the park with similar access.

Topic Question 3:

I am generally impressed and pleased with Park Service management and services, including resource management. That includes the moose Wilson corridor. I support the implementation of full connectivity of separated pathways for non motorized use, pedestrian, bicycle, wheelchair et al through the corridor. I was not fully aware that a separated path was already planned/approved from the Granite entrance to the Preserve. That always seemed like a difficult task from a logistical, political and environmental standpoint. I am very happy to hear that we have plans to move that forward. It seems most of the corridor from LSR north to the park road would be far easier to accomplish from all of those standpoints. Particularly if there are already plans to re-align over three miles of that road. I haven't seen a map showing how much that section is moving but perhaps the existing road surface could be re-purposed for the

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pathway which would reduce the overall impact.

Topic Question 4:

Continued from question 3. It is very important to me to have a complete pathway connecting the existing path on the West Bank from Stilson to GTNP with the pathway that runs from Moose to Jenny Lake as well as from Moose to town. I can do battle with vehicular traffic on a narrow winding road on a road bike including the cyclocross section with potholes, gravel, dirt and dust. It's kind of a challenge and I have spent my whole life riding bikes in close proximity to motor vehicles whether for urban commuting or touring down the narrow coastal highways of the west coast. I don't expect normal cyclists, casual cyclists, families and certainly not the disabled to have my level of comfort. I think traveling the road without a dedicated pathway outside a motor vehicle is probably risky or even irresponsible for most people. Having a safe and contiguous pathway allows your average visitor the option of a safe way to breathe, hear and traverse the park in a manner you can't experience in a motor vehicle. A Pathway has the axillary benefit of the reduced noise, dust and exhaust and reduced travel speeds. This heightens the experience for every park visitors and hopefully creates an environment which builds on itself to get people out of their cars and into nature!!!!

Topic Question 5:

For Motor Vehicles I think the unpaved section should stay unpaved. I am not certain the motivation for this in the past but I know it helps discourage use as a thoroughfare (I would use it as a shortcut to the airport if it were smoother and faster and I don't even approve of that use!!) It is human nature and physics to follow the path of least resistance. More diligent enforcement of the prohibition of large vehicles would be appreciated. I am sorry to focus so much on the road, the transportation corridor but I think the rest of the corridor is taking care of itself quite well and functions wonderfully! I love my Park(s). Living in such proximity has given me a real sense of ownership of both GTNP and Yellowstone. Thank you for your efforts!!!

Comments: I think I said it all in one through 5. I will re-iterate my thanks, support and approval of the work done by the GTNP team to manage this invaluable resource.

I would also like to thank and support the efforts of FOP. I hope they have proved an amicable, cooperative and effective partner in the park. I would like to come to the public comment period tonight but I don't think I can make it. I am hoping that this will have similar impact to verbal comments. And you don't have to listen to me ramble like I write!!!

The other checked below is word of mouth. Spoken tradition in a sense. Community at it's roots and finest!!

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Correspondence: 159**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Scenery, wildlife, natural beauty.

Topic Question 2:
Traffic congestion and interaction of motorized and non-motorized visitors and wildlife.

Topic Question 4:
A separate path for non motorized vehicles would be ideal.

Comments: The Grand Teton National Park pathways are an outstanding success, bringing people from all walks of life into their national park with the ability to leave their car behind. These pathways have saved lives; before there were pathways in GTNP, two people were killed in vehicle-bicycle collisions - Gabriella Axelrad in 1999 and Jeff Pool in 2001. In the GTNP and JH pathway systems, we have a 30-mile Grand Loop that will soon be a reality from Moose to Jackson to Wilson to Teton Village to Moose. Pathways are already either constructed or approved for all but 3.5 miles of this Grand Loop. But this 3.5-mile gap without a pathway leaves a dangerous missing link as currently planned on the northern section of the Moose-Wilson Road within Grand Teton National Park. This gap would force pedestrians and cyclists, families with their children, residents and visitors into close proximity to vehicles whose drivers are often there looking at the scenery and wildlife.

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Correspondence: 160**

[REDACTED]

Correspondence Information

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Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Access to Grand Teton National Park.

Topic Question 2:
Traffic, wildlife

Topic Question 3:
I would like to see a public pathway for non motorized use

Topic Question 4:
Access in both directions. Public pathway

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 161**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The wild character. The possibility of seeing wildlife. The tranquility if the road area. The access Ho wonderful going trails.

Topic Question 2:
Traffic tuaveling too fast. Oblivious to possible wildlife, to other vehicles and to bicycle.

Topic Question 4:
I would recommend a sim

Topic Question 5:
E one

Comments: A single one way lane for vehicle traffic and two way bicycle traffic

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Correspondence: 162**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The rural character and and wild life viewing opportunities. Being able to access the park from the Village without having to drive an hour or ride two hours. The back country access summer and winter.

Topic Question 2:
I would love to see a dedicated multi-use path through this corridor. Pedestrian / bike opportunities offer a more intimate user experience within the park. The path system that the park has been developing seems to be very popular. Though it would never happen, I would rather see the moose-wilson road become a dedicated bike path than an improved road. That said, it would be a shame to improve the road and not include a separate bike path.

Topic Question 3:
I did not have access to the newsletter, I became aware of the issue from a friends of pathways email.

Topic Question 4:
I really like the slow moving road, and all of the back country access points the Moose -Wilson road offers. Riding a road bike on the road is a challenge, not impossible. I feel like improving the road would only speed up traffic and have an adverse impact on wild life and road bikers. Adding a separate bike path and leaving the road as is would be my choice!

Topic Question 5:
The pathway from town / visitors center to Jenny Lake is AWESOME! I see more happy tourists here that just about anywhere in the park. Keep developing the pathways! Get people out of their cars!

Comments:

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[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/14/2014 Date Received: 01/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Winter: Tranquility and peace
Summer: Wildlife, quiet and safety

Topic Question 2:
The recommendations and support for a "Summer" bike/pedestrian pathway to connect our other remarkable pathways is certainly a thorny problem...
On one hand, we are all talking about more asphalt, construction and impact.
On the other, the chance to connect a truly lovely circuit and corridor which enables visitor, locals, staff a safer option for access between Wilson/ Teton Village, Moose and the well-used pathways to the North is truly wonderful.

Topic Question 3:
This is truly a wonderful part of the park, for so many reasons. I do NOT believe that dramatic ROAD improvements will make this a better place.

But,enabling Summer cyclists and walkers a safer pathway would be a grand thing.
It is currently a difficult a problematic road for cyclist and pedestrians.

Topic Question 4:
As above.

Comments: As someone who has had the opportunity to travel over a quarter of a million (safe) miles over 35 years in and around the park, I know that the roads CAN be traveled safely.

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I also recognize the immense joy and pleasure of skiing, riding and walking - Not driving in the park.

I support a closed Winter road/corridor. And I also support an improved Summer pathway system that links our Park and our Teton County Pathways. A graded cinder surface might be a nice thing.

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural character of the existing road should be preserved while providing safe access for hikers, bicyclists, walkers, wheelchair operators, and others with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who wish to access Grand Teton without the use of a car. Please prioritize public safety and add a complete pathway from Granite Entrance to Moose - connecting to the incredibly successful and widely celebrated Grand Teton National Park and Jackson Hole Community pathway systems.

Sincerely, Chuck Harris

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 164**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Safe exercise while riding home daily from work. Beautiful wildlife and views!!

Topic Question 2:
Safety. Bike path would make riding this route safe

Topic Question 3:
I definitely value the wildlife viewing and safety concerns.

Topic Question 4:
Dust free road! Probably not healthy breathing in dust with chemicals
Bike path desperately needed for safety of all

Topic Question 5:
All future roads or road improvements to have bike paths. Riding is the best way to view the national parks and get exercise at same time. Environmentally free

Comments: In my years of riding the moose wilson road almost daily on my bike, I've had several near miss collisions with drivers who are either looking at wildlife, avoiding potholes, or avoiding other drivers with traffic delay rage. The dust is also not safe to breath! A bike path will serve our community and guests for generations to come!

Please approve bike path!!!

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 165**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I appreciate the access to recreation, especially backcountry ski access to Death Canyon and the opportunity to use the corridor to connect loop rides on a road bike.

I love that the road is so narrow and closed to trailers, as it keeps vehicle speeds low. I realize, however, that this represents a difficult balance with the numbers of people using the road. On bike rides, the road is often quiet, which given the scenery, makes for a wonderful experience.

Topic Question 2:

I was very concerned that, at one point, the NPS was considering making traffic one-way. I understand that idea has been shelved, which is good for all concerned.

At this point, I think the safety of cyclists and non-motorized users is my top concern. I ride the road constantly, but for less experienced and skilled cyclists, it's not safe at all. A separate pathway for as much of the road as feasible, would be a great addition to the Park.

Topic Question 3:

No, I agree with them all.

Topic Question 4:

I'd like to see the road remain narrow, to keep speeds slow and for the road to remain closed to trailers. I'd like to see a pathway connection, to make a safe loop for riders wanting to ride the 30 miles from Jackson/Moose/Teton Village.

Topic Question 5:

If a pathway is added adjacent to the road, I'd like to see sections that have some separation from the road and not

hug it tightly, the way the path from Jackson to Moose does. It provides a better, safer experience for cyclists to be farther from the road.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 166

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The fact that it is accessible for everyone's enjoyment including hikers, Bikers, and cars while maintaining its pristine condition and controlling volume.

Topic Question 2:

There are opportunities to better control/manage traffic in order to offer better cohabitation between, bikes, cars and wildlife - just like it has been done in the rest of the park BUT without penalizing either one of those entities.

Topic Question 4:

That we are able to access it freely and securely, that it will be better developed to meet the ecological needs but also from a public access.

Topic Question 5:

The park has done a great job making it available to the public and the road and pathway development has been a huge success in other areas, why not do the same with the Moose Wilson corridor - mirror the way you developed the rest of the park.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 167**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The quiet, serene, and slow pace and the access to trailheads.

Topic Question 2:
A pathway would cut down on the number of motorized vehicles and be much safer for pedestrians and cyclists. It is very dangerous for cyclists right now and should be banned on that section without a accessible pathway.

Topic Question 5:
Keep it a 2 lane road but add a pathway.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 168**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

As in your fundamental resources and values statement, this is one of the most scenic and rustic roads in the national park service system. It should be kept open to automobile traffic so that people can enjoy that. In addition, it is necessary route for a few who live on the west side of the Snake. In the twenty years that I have driven it, I have yet to see game disturbed or a traffic accident. It seems like one of the few places where everyone is respectful of what the road is, wildlife and humans alike.

Topic Question 2:

I think that things have been studied enough. Remember the 2006 Montana State University Traffic survey.

Topic Question 4:

Continued access with no changes.
reduce speed limits?

Topic Question 5:

I love the statements about the fundamental resources and values of the corridor. Note the number of people at the St Johns meeting: we really care about this resource.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 169**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Beautiful scenery which I can take in by bicycle.

Topic Question 2:

Connection from Teton Village to the greater park.

Bicycle access

Two way traffic

Safety

Topic Question 3:

With the Moose Wilson corridor, like the rest of the park, it is important to balance visitor related resources with the ecology just as it is in the rest of the park. This corridor is an important link for access and needs a safe bicycle route.

Topic Question 4:

Beauty and efforts to limit congestion. Safe bike access and possible use of buses only, like Zion.

Topic Question 5:

A safe bicycle route is paramount and vehicle traffic needs to go both ways at all times.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 170**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Like the access to the park through a prestine setting from the West corridor. Convenient to access hikes and river usage. Visually stunning.

Topic Question 2:
Connecting the pathway would seperate bike and pedestrian usage of the road way, which would allevaiate safety concerns. Need to keep traffic flowing in each direction for return trip convenience and reduce excessive automobile mileage.

Topic Question 4:
Keep the small roadway with traffic in both directions. Seperate the cyclist from the roadway via connecting the loop. Move the roadway to the north out of the wetland area by relocating it to the east.

Topic Question 5:
I think finishing the bike park loop with encourage more pedestrian usage and maybe a little less vehicular traffic.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 171**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I value the scenic beauty and the wildlife viewing.

Topic Question 2:
The amount of traffic and the harrasment of wildlife due to no place to get off of the road to observe the beauty of the place and or the wildlife.

Topic Question 3:
no

Topic Question 4:
I would hope for a complete pathway system to give people the opportunity to be in this area in a safe and sane way. I would hope that oversized vehicles not be allowed and that there would be no stopping of vehicles allowed on the roadway.

Topic Question 5:
Pathways have not had an impact on wildlife in the park, I would expect the same for the Moose Wilson corridor.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 172**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The proximity to variety of habitat types. Thus the incredible wildlife resource that can be witnessed by park visitors.

Topic Question 2:
The increase and constant traffic demands during the peak summer season is detrimental to the wildlife that utilize the diverse habitats. The M-W corridor should not be seen or utilized as a quick through way to the rest of GTNP, YNP or lands located to north and east of Teton Village. A north county bridge should be established to diminish the follow of traffic on this rural road. The north end of the road should be realigned so that it is behind the GTNP/Moose Entrance Station. This will eliminate so airport traffic. Teton County should have better control of Teton Village development so that the town of Jackson will always remain the economic hub.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 173**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
We think it is an iconic corridor and has amazing views and we like the rural feel.

Topic Question 2:
The biggest concern is traffic flow through the park as the road gets narrow and, while the adorable beavers were relocated (much to my chagrin), I think it's dangerous to walk or to bike along that road and I won't do it. It's too narrow through the park.

Topic Question 3:
Not really.

Topic Question 4:
I hope that the multi-use pathway - separate and distinct from the roadway - continues and is supported as it is important for the community and visitors alike.

Topic Question 5:
Please consider continuing the multi-use pathway for the 3.5 mile stretch that is discontinuous - through GTNP so that it completes the 30 mile loop in the greater Jackson Hole area. It's just so dangerous to put bikes and walkers and hikers on the same roadway that cars - and heavy car traffic - uses.

Comments: None - I put all of my comments above.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 174**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Slow, quite, lots of Wildlife. Incredible local history. Great place to take my family.

Topic Question 2:
Completing the pathways loop is by far the most important physical improvement that GTNP can do to make certain that the corridor keeps its rural character, slow pace and incredible wildlife viewing opportunities.

Topic Question 5:
I have a good friend who is living in Poker Flats. I took my four children, ages 7 and triplets who are 4 1/2 on a bike ride from Teton Village to Poker Flats. The ride along the pathway going north of Teton Village was very pleasant. We ran into 3 friends along the way, one on a road bike, one on a mountain bike and one walking his two lab retrievers. We stopped to talk and enjoy each others company. When we got on the road by the Park Entrance and all of the sudden our experience changed abruptly. Instead of watching my children enjoy learning how to ride their bikes and enjoy their surroundings, I was instead screaming at them to keep up, to get to the side of the road and to stop every time a car passed us! This was in late October, without the intense traffic of summer. When we finally arrived at the North Poker Flats road, I don't think that I have ever been so relieved. Had the pathway continued into GTNP the whole experience would have been magical. Do the right thing, put the pathway in!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 175**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The quiet and tranquil feel to the road. It is a wonderful corridor to utilize while on a bicycle.

Topic Question 2:

It's a great spot to utilize to enhance visitors experience. Because of the proximity to Teton Village better pedestrian and cyclist access would be great.

Topic Question 4:

better patrol by park personel to help visitors find parking instead of stoping in road.

Topic Question 5:

an added path would enhance the user experience greatly.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 176

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Opportunity to observe ALIVE wildlife, not road kill as on south end of Village where traffic is deadly, particularly early and late in the day.

Topic Question 2:
Continuation of motorized through traffic will ultimately result in high traffic volumes. Creeping incrementalism of traffic counts, traffic safety warrants, accidents will result in long term road upgrades and 35 or 40 mph speed limits, just like Fall Creek Road. This route being 1/2 the distance from Teton Village and Shooting Star to the airport as alternate route through Jackson will over time push the usage, despite the best attempts to limit through traffic. It is important to begin with the most extreme traffic impact modification (closure at Rockefeller Center) to assure that you are not subject to the next 30 years of pressure from pressure to use the road segment to service impacts of existing or proposed developments on private lands in Teton County. The valley's overall tourism attraction is provided by the preservation of natural values on Public Lands.

Topic Question 4:
Closure to through vehicular traffic at Rockefeller Center. Dead end access to the Center from both north and south. Bikes could ride through (vehicle counts will be low) with only danger being occasionally ingested by wildlife. From north use NPS concessioner transit, from south use START transit - neither can travel past closure.

Comments: The most important element of imposing a closure to limit vehicular impacts is to have reputable traffic projection's for 20 to 30 years in the future with consideration of using existing county and state routes to accommodate the traffic on Moose Teton Village that would be precluded by closure to through traffic. Use 390, 22, and East side highway in the various analyses. Probably several options should be modeled. Cannot emphasize the Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

importance of this enough. It was last done in the mid 90's, no one wanted to see the results, projected traffic counts were catastrophic.

Must be updated and presented as basis for any options to be identified.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 177**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Most scenic beautiful road in the county, and also an important connection of the Moose-Wilson road to the Park.

Topic Question 2:
I am very concerned at any efforts to limit the traffic to one way, and I am supportive of adding a separated bike/pedestrian trail to the corridor. I am sympathetic to wildlife concerns, but feel that the realignment at the north segment of the road east of the wetlands will take care of many of the conflicts.

Topic Question 3:
I believe that both the resources and transportation needs can be balanced. A bike trail to connect that last few miles of an incredible loop just needs to happen.

Topic Question 4:
I appreciate the 20mph limit and the rustic nature of the road, and would not want to see that change. Fully paving the road will not in itself alter the rustic, windy, slow nature of the road, and would be easier to maintain as well. Along with the addition of a separated pedestrian/bike path the realignment of the north segment to the east and out of the wetlands is a must.

Topic Question 5:
I do not think that the full-blown EIS over 10,000 acres is necessary or advisable. A much smaller area is being affected by the proposed road realignment and the pathway, and I think it is wasteful and counter-productive to do the greatly expanded EIS.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 178**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Access into park and rustic county road with lots of wildlife

Topic Question 2:
Key issues maintaining 2-way access and road with traffic calming features- -like one way bridge; Safety for multi-use with need for a pathway; rebuild road east of beaver ponds and add pathway; Habitat for wildlife

Topic Question 3:
Safety and experience is critical for visitors so we need pathway

Topic Question 4:
Corridor study needs to be done in a timely manner- -2 years max and utilize past 2007 EIS so please narrow. Keep pathway as planned south of LSR and add pathway north of LSR for safety and experience

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 179**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The beauty and peacefulness and solitude of this corridor both for walking, hiking, horseback riding and cycling.

Topic Question 2:
Making it accessible to those who would like to drive through it, cycle through it, horseback ride through it without disturbing or negatively affecting its wildness and sanctity and sanctuary for wildlife.

Topic Question 3:
No

Topic Question 4:
I hope it will still be available to be cycled through with all forms of bicycles and to be available for horseback riding. As for changes that will continue to make this possible, the roadway must be made safer for cycling. The potholes and deep ruts cause cyclists to weave back and forth in the path of automobile traffic. As for horseback riding, I know there are too many trails on Poker Flats that criss cross the landscape. I would be in favor of fewer, more defined trails.

Comments: I do not know the best solution for the ideal road surface that wil support both automobiles and bicycles,yet keep the speed of traffic slow. I am familiar with rails to trails pathways where the railbeds were resurfaced with finely ground limestone. These surfaces require too much maintenance and are not suitable for road bikes. Perhaps the road could remain unpaved yet have a pathway lane that is paved and located within fifty feet and parallel to the road, and separated from the road by a corridor of trees and bushes so that it can be as natural an experience as possible for those who wish to walk it or cycle it. The Park has done a wonderful job with the

pathways it built in the Park to date. It would be wonderful to have a similar pathway through this corridor. It will encourage more people to experience this corridor by walking and cycling, as opposed to driving through it.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 180**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value the fact that this is one of the most beautiful stretches of road in this area. It is the only road, in the park, that is a narrow, winding road where you feel right in the middle of nature.

Topic Question 2:

My biggest concern with the Moose Wilson corridor is that is becoming over run with vehicle traffic. I know the park is designed to be seen from your car, but I think this road is best suited to be shared with cyclists. The fact that it is so narrow, and becoming increasingly popular as a beautiful way to get into Moose from the village makes biking there potentially dangerous.

Topic Question 4:

The change I would like to see for the future, is that a pathway is built for bikes and pedestrians in order to keep everyone safe.

Comments: Adding a pathway on this stretch of road has such benefits for the community that calls Teton County home, and to those visiting our area. The way the road exists now, without a pathway designated for non-vehicular use, there isn't a person who could stroll that stretch of the park. While the option is easier for bikers, the access there is dangerous due to the narrowness of the existing road. The solution is a pathway. This would get pedestrians and bikers, families, young and old alike out of there cars and enjoying the park. It is a safe and environmentally friendly solution that has already been proven. The existing pathways have been nothing but a success. To create this entire loop for everyone to enjoy is just the right, next step. Please, do pass this so that we see this come to fruition in the coming year.

Thank you for your time.

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**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 181**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 2:
Bike paths have been an awesome addition to our community however it imperative that it is not done in a way that affects the wildlife in the area.

Topic Question 5:
To allow the public to draw imaginary lines thru prime elk calving habitat seems highly irresponsible.

Comments: NO NORTH BRIDGE

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 182**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
one of the closest remaining "wilderness" experiences left in the southern end of GTNP. the fact that it at times can still be limited traffic and people. the ability to ride, bike, hike where you want (with minimal LIMITS)

Topic Question 2:
the TWO WAY TRAFFIC must be maintained, for many reasons including economic, practical, environmental.

the NORTH BRIDGE should be taken OFF the plate

Topic Question 4:
the two way traffic.
the ability to ride on the trails

Topic Question 5:
make these comments available to the public as they come in

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 183**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Abundant wildlife, slow winding road, no trailers, great biking

Topic Question 2:
Need to keep it from becoming a major highway.
Great opportunity for connecting our existing bike path system.

Topic Question 4:
Bicycle, pedestrian friendly pathway.
Less cars. Public transportation to hiking and LRC.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 184**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The view down the narrow, scenic road and the opportunity to see wildlife. There just aren't many places in the world that combine the rural, historic feel of this winding road with the chance to see native wildlife in a natural setting. It's definitely unique, and a peek at the way Jackson Hole was even before the park was established.

Topic Question 2:

Pressure from the community to open up the corridor for transportation and recreation. The potential for human/wildlife conflict as visitation increases and species like the grizzly and wolf return. I also think the potential exists for additional pressure on the Snake River if the new road moves in that direction. I don't think most current visitors realize how close the river actually is.

Topic Question 3:

I think it should be described as something other than a corridor, which implies traveling through it. It has become a destination, with all the responsibility that comes with that designation. In other words, more people are going to be spending more time there. Human presence in the Moose-Wilson corridor needs to be carefully directed.

Topic Question 4:

I hope the slow pace, preference to habitat preservation, and opportunities for interacting with wildlife will continue. I'd like to see the road moved out of the riparian land, but access on foot to the moraines retained.

Topic Question 5:

If a bike pathway is to be included in the new plan, it should be integral with the roadbed and not built as a separate path. With the Moose-Wilson Road restricted to a maximum of 45 mph, and with no trucks, trailers, or RVs allowed, bicycle safety should not be an issue - as long as the laws are obeyed. I have driven in Grand Teton

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National Park for 50 years, and until the new bike pathway was built along Highway 89 I never had a close call with a bicycle. Since the pathway opened, I have had three distinct near-accidents and numerous incidents where I had to brake or swerve to avoid a collision. All of these incidents occurred when individual bicyclists or groups of bicyclists blew through stop signs on the pathway. I hope that any new pathway will be designed for the forced leisurely enjoyment of the park's natural beauty, and not for high-speed recreation.

Comments: The Moose-Wilson Road is synonymous with some of the valley's great minds and quiet characters - Laurance S. Rockefeller, Owen Wister, Jack and Margaret Huyler, Ted Hartgrave, Mardy Murie, Frank Gailey, and Struthers Burt to name but a few. Let's take to heart Rockefeller's lead with his timeless LSR Preserve and honor those early residents who kept the road seasonal and winding, drove slowly, and stopped often to admire their surroundings.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 185**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Nature and scenic beauty, wildlife.... restores my spirit. Used to ike it but too scarey now.

Topic Question 2:
There is worry about wildlife and it has been overamped but I'd like wildlife considerations taken into consideration. There is worry about safety which is true. If you just widen the road or keep pathway attached, cars will just move into that space. The basic need is a separate pathway for pedestrians, bikers and handicapped

Topic Question 3:
The values mentioned are right on. There is also a spiritual value in that the human spirit is revitalized by contact with nature and helps us experience being a part of something greater than self-a part of a much bigger reality.It helps bring us back into balance and onenes.

Topic Question 4:
I want a 2 way road to continue. Personally I'd like it paved but that may noy be possible.I love the LRC and want it to remain open and staffed.Change would be a separate pathway. Retain rural nature of the road

Topic Question 5:
parking in Teton Village
Shuttles with bike racks
notice if LRC is full
Keep LRC open
More hiking trails

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Shorten EIS, decrease cost

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 186



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The overall character of the corridor is an experience in intimacy with the landscape and wildlife. I appreciate the speed or lack of that you have to experience the landscape and feel that it is an important asset to experience both by vehicle and bicycle.

Topic Question 2:

The transportation opportunities and how they are planned and designed are my most important issues. I am sure the environmental impacts will be well vetted but I am concerned that the opportunities to enjoy the corridor by all transportation modes will not be fully considered and weighted with the appropriate amount of consideration and importance. The importance of a safe pathway connecting the much applauded pathway system that exists within the park and the surrounding community cannot be understated and I hope it will be given serious and reasonable consideration.

Topic Question 3:

No

Topic Question 4:

I hope the slow speed and scenic values are maintained and I hope that bicycle safety will be improved thru a dedicated pathway connection all the way to Moose.

Topic Question 5:

Let continue the great legacy created by the current pathway system in the Park to allow a safe and comprehensive way to enjoy the park lands.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 187**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I love the closeness and quietness of the forest, and the possibility of spotting wildlife and wildflowers.

Topic Question 2:

Safety of bicylists, hikers, and wildlife. Narrowness of the road and the many curves necessitate lower speed limits than other areas in the park.

Topic Question 4:

A multi-use path for bikes and pedestrians would greatly enhance the entire Jackson Hole/Grand Teton Park experience, connecting the entire valley with bike paths.

The section of road that is unpaved should be paved to reduce dust for pedestrians and bike riders.

RV's should continue to be disallowed on this section of road.

I strongly believe that the road should continue to be open to both north and south traffic throughout the corridor. It would be a great inconvenience to local businesses, workers, and park visitors to have part of the road designated north only.

Topic Question 5:

Please keep the slow, rural feel of the Moose-Wilson Road. It could be widened slightly for safety, but should be kept to two lanes. Small, graveled one to 3-space parking turnouts would be good for vehicles to stop for a while or to let others pass.

Comments: Please extend the multi-use pathway to include the northern section of the road.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 188**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
access, peaceful

Topic Question 2:
access, wildlife-human impacts, nonmotorized natural experience

Topic Question 3:
access should be continued, but modified= nonmotorized & public buses

reduce human/wildlife impacts by moving northern part of road so it intersects beyond the paid gate

Topic Question 4:
change= no more [personal vehicles thru traffic; only peds, bikes, public buses like in Grand CANYON, zion & yosemite

seperated pathway all the way from teton vilage to moose, and beyonbd to signal mtn, the dam and yellowstone gate

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 189**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/14/2014 Date Received: 01/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Slower pace of travel in a wild corridor that contains exceptional qualities for observation of scenery and wildlife. Closure to automobile travel part of the year makes enhances the best of the experience listed above.

Topic Question 2:
Increasing automobile travel volumes on a roadway not designed or maintained for such volumes. The safe travel of all other forms of transportation or pedestrian use are compromised by the auto volume. The precious interaction with wildlife will erode with the increase in automobile volumes.

Topic Question 3:
Humans are a part of the picture that impact resources and change perceived value. Our natural world is under assault from some of our human impacts. The best long range plan for the NPS is to educate about and reduce the impact of these activities. One of the most visible and damaging of these local impacts to our landscape comes in the form of the automobile. Long range planning and goals should reduce this impact in every way possible. Alternative forms of transportation in the park should be encouraged. Bus systems should be enhanced. Zion NP is a great example for how GTNP could long range plan a better system. Use of the bicycle and walking or horseback riding should be encouraged.

Topic Question 4:
Keep existing slow rural roadway. Utilize old roadways and levees to create a new unidirectional flow opposite the direction of the current roadway. This minimizes the impact and allows for safer travel. Designate a pedestrian route in the existing corridor next to the roadways mentioned above. Minimize the impact of construction by utilizing existing roadway whenever possible. Keep or enhance closure seasons and times for auto travel to minimize impact on wildlife. Plan for the future now by developing whenever possible the foundation for a bus route in the mix of

travel alternatives. Encourage and participate with the county to get a new roadway build between Teton Village and the airport to reduce travel on the current corridor. The bridge between Highways 390 and 89 would eliminate the long range thru travel on the corridor and make a short haul bus much more feasible.

Topic Question 5:

I utilize a bicycle to travel between my home and park areas such as Moose or Jenny lake. I do not feel safe using the existing corridor. We are very fortunate to have already in place a fantastic system of pathways for pedestrian use. Enhancing and completing the routes and loops will allow for and encourage use of the pedestrian alternatives for travel. GTNP can become an example to other parks and communities as to how we can get folks out of their automobiles. The benefits to humans and our natural resources are only positive when we utilize these pathways. Impacts to wildlife and resources are reduced, opportunities for enhanced solitude and soundscapes are improved all by travel in a pedestrian mode.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 190

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
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Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Growing up in Wilson I've always valued the access to the park via the Moose Wilson road. I especially like to include this as a connector on my bike rides around the valley. Furthermore there is always a chance to see some sort of wildlife along the way, but these encounters are not unique only to this area of the county.

Topic Question 2:

Currently I feel that motorized traffic is the most important issue affecting the Moose - Wilson corridor. If there were a safe, non-motorized option to see this part of the park I believe that most locals and a large percentage of visitors would use it.

Topic Question 4:

As I mentioned in my earlier comment, I like the access to the park via the Moose Wilson road. I also feel that there are many businesses in Teton Village that depend on this access as well. I do believe that if there were a safe non motorized option to see the park many people would take advantage of it. In the future I would like to see a bike / pedestrian path that is separated from the planned realignment of the road connecting Teton Village to Moose.

Topic Question 5:

This part of the world is a very special place and I agree that it needs special attention. We all know that this area is becoming more and more popular every year. What is not helping the problem is keeping people in their cars. If the national park service is about conservation then it should be their goal to get people out of motorized vehicles and onto bicycles or walking paths. As GTNP moves through their process I urge you to consider all of the alternatives.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 191**



Correspondence Information

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Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The rural nature of the road and the contrast it gives to the main highway.

Topic Question 2:

Traffic and traffic jams and the disparity between those using the road as a commute corridor vs those using it as an in-car nature trail. While I strongly disagree with road improvements that lead to higher average travel speeds I would like to see additional turnouts for the bird and animal watchers that regularly stop right in the middle of an already narrow road.

Topic Question 3:

No

Topic Question 4:

I hope the Moose Wilson road will retain it's rustic nature and not become another high speed corridor. I would like to see improvements in the form of a pedestrian and bike path corridor added for cycling safety and to reduce motor vehicle conflicts.

Topic Question 5:

Grand Teton National Park is one of the best experiential national parks we have. The park offers incredible opportunities to get out of the car and to get into the park under human power. The bike path from town and to Jenny Lake is a great addition to the tradition of well maintained trails as well as river and lake access points that encourage visitors to actually experience the park under their own power. A safe bicycle path along the Moose Wilson corridor would be a tremendous addition to encourage visitors to leave their car in town or at home and to

experience more of the park at pedestrian speeds under their own power. A Moose Wilson bike path would create a continuous and safe loop of dedicated bike paths taking visitors through several of the major GTNP environments adding old growth forests to the sage flats and sub-alpine lake regions traversed by existing bike paths.

Comments: As mentioned above I strongly support the creation of a bicycle and pedestrian path that follows the Moose Wilson road corridor and completes a loop with the existing park paths and the existing and currently under construction paths in Jackson and along the highway 22 and Teton Village corridor.

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Correspondence: 192**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/14/2014	Date Received: 01/14/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Wildlife, rural curvy road, slow speeds, bicycle access

Topic Question 2:
lack of pavement making it less safe for bicycles and causing erratic driving behavior and less than quality experience during rain (mud) or dry (dust) weather.

Topic Question 4:
I would like the road to remain open to two-way, slow speed traffic, with continued bicycle access. I would like to see it paved, which will enhance the overall experience. I would also like to see the pullouts made safer, and no-parking areas made more prominent so they CANNOT be used for parking.

Comments: Please, keep the road open to two-way traffic and continued bicycle access. This is one of the best bicycle roads in the entire region and it creates a critical leg several loops variations. Please pave the road and fix the areas that need to be fixed. I would love to see the road kept more or less in the current condition (but with pavement).

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 193**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

The wildlife. As a former guide and local, I could always count on the presence of wildlife. Of course, the value and peace of the Laurance Rockefeller preserve is unmatched anywhere in the Park easily accessed by the public.

Topic Question 2:

The road. The pulloff opportunities (non-existent) and the width of the road are problematic for both tourists and commuters. That said, I believe some preservation has been retained in this corridor precisely because the road has not been widened. As a cyclist, it is dangerous to navigate this road. Locals speed. Tourists creep along. The road itself has had its issues, though I don't believe paving it would be a good idea. Truly, this road is a conundrum. I have no ideas for solving the problem. Having been both a commuter and a guide, I clearly see both sides of the issue. (Though taxis should probably not be allowed. That's a horrible thing to say, but, in my experience, they always speed...)

Topic Question 3:

I think I mentioned above.

Topic Question 4:

There is no easy answer to this issue, however, I think the importance of more pull-offs is clear. Both guides and tourists will use this road for wildlife viewing, plugging up the road for locals and other park visitors. With pull-offs available, the road might be more freed up for commuters. Also, an unpaved walking path through the corridor would be valuable and helpful for wildlife viewers. On that note, I cannot stress enough the importance of educating park visitors about their proximity to Moose. All of the signs suggesting that tourists maintain distance from wildlife have bison on them, however I have seen people within four feet of a moose and her calf or a bull.

Comments: Glad to hear the Park is considering this very important issue.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 194**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The early season bike rides when there are not many visitors and the wildlife encounters are more frequent.

Topic Question 2:
The main issue is caused by the narrowness of the road and visitors stopping to take pictures of the wildlife; larger pull outs for cars and perhaps less cars and more bicycles with the addition of a bike path.

Topic Question 3:
Protecting wildlife is paramount; give humans a better way to safely view them in this active area.

Topic Question 4:
Skiing on the road in the winter months; a bike path would be great.

Topic Question 5:
Please keep it closed in the winter time as the current schedule does.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 195**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
It allows access to some of the most pristine parts of the area. I am able to take visitors through it on bike and x-country ski that, not being extremely active in lifestyle, do not have access to places like this. I use it as a bike path currently and it is part of my weekly exercise routine.

Topic Question 2:
I love the road just the way it is. It gives us great access to trails, mountains and rivers. It should not be closed after traffic is rerouted. Bike paths are proving to be a major gain for the area and encourage people to get outside and interact with nature.

Topic Question 4:
I would hope that the new road does not allow trailers or RV's either. I pray that you keep the old road open to non-motorized vehicles.

Comments: Groom more xcountry trails

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Correspondence: 196**

[REDACTED]

Correspondence Information

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Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Ability to view wildlife.

Topic Question 2:
Increase in multi forms of transportation. Lots of bikes mixing in with cars.

Topic Question 4:
Narrow, slow road.

I'd like to see a separated bike lane.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 197**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
My ability to go north-south, vice versa without going thru the town of jackson on a daily basis.

Topic Question 2:
Bike use, width of the road itself, year round use.

Topic Question 4:
see question 2

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 198**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

As a serious photographer, I appreciate the beauty of the natural environment and the opportunity to observe wildlife, study their behavior and photograph them. I frequently enjoy hiking along the corridor, particularly in the Granite Canyon and LSR areas. And, alas, I enjoy the transportation route through the corridor. I drive through the corridor to hike in the park, photograph in Grand Teton and Yellowstone, attend the Jackson Hole Hootenanny at Dornan's and, occasionally, to go to the airport.

Topic Question 2:

Like it, or not, the Moose-Wilson corridor has been and is a transportation corridor. It is a transportation corridor with several distinct SAFETY issues, which need to be addressed: 1) the safety of animals living and/or feeding along the Moose-Wilson road, 2) the safety of people out of their cars observing the animals, and 3) the safety of pedestrians and bicyclists traveling along the narrow road. 1) and 2) can be addressed by changes in the roadway including more, not less, parking and viewing areas, performing what has been named the "south realignment" of the road, and revising management policies. 3) can, and should, be addressed by building a bike path along the entire corridor. It should be mentioned that there is local private funding available for a bike path.

Topic Question 3:

TRANSPORTATION IS A FUNDAMENTAL RESOURCE of Grand Teton National Park, the only national park to contain a commercial airport, and of the Moose-Wilson corridor. Not recognizing it as such BIASES the newsletter, the open house [last night] at St. John's Hospital and the comments on the resources and values. TRANSPORTATION IS ALSO A FUNDAMENTAL PROBLEM of the Moose-Wilson corridor. A good solution that works for both the Park and the community is achievable. Making the road one way is not that solution. There is enough political clout in the community to prevent that approach from becoming reality.

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Topic Question 4:

I would like to see a Moose-Wilson road that is safer for both wildlife and people. The "south realignment" plus a bike path the entire length of the road will go a long way to achieve this goal. Also, I believe the so-called "north realignment" is worthwhile because it will put the road entire within the gates of the Park and will produce a small, ongoing increase in Park revenue.

Topic Question 5:

I believe that actual meetings between GTNP leadership and planners and the Jackson Town Council and the Teton County Commissioners would be valuable. Such meetings might be in some sense "difficult;" but without these meetings there will be a lasting sense that GTNP did not adequately seek out local opinion.

Comments: I am sad to note that Grand Teton National Park administration fails to include transportation as a fundamental value of the Park. The Park contains a commercial airport, a US Highway and numerous state and county roads. Failing to consider these components of western Wyoming transportation as fundamentally valuable is shortsighted. Transportation is also a fundamental problem for the Park. Failing to recognize its value adequately creates added and unnecessary conflict between the Park and the local community.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 199**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/15/2014 Date Received: 01/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Wildlife is the number one priority in this area, but the increased traffic not only affects wildlife, but also the experience of viewing wildlife.

Topic Question 2:
Increased traffic. I have ridden my road bike on this road, which is something I love to do, but you have to be very aware of cars around you.

Topic Question 3:
The resources and values are deteriorating due to the traffic. This pertains to the area around the road itself, not to the trails and back country.

Topic Question 4:
I feel that the road should be moved away from where it is now to the outer, flat land. I believe this would have less impact on wildlife if we were to move the road. I love driving and biking the road, but feel the wildlife come 1st. It could be a wonderful experience to hike thru parts of this area instead of cars zooming by.

Topic Question 5:
This road which should be a peaceful experience is nothing like that anymore because of the traffic. We cannot go back to what it was so maybe moving it would be the best alternative.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 200**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

My visits usually involve driving to trail heads or bicycling through to Moose and beyond. I value the easy access to the park from the west bank, eliminating a drive through town. Also I often bicycle an entire loop from Wilson using pathways and the Moose-Wilson corridor. Without a doubt, I most value the abundant beauty and wildlife that this area has to offer within such close proximity and is so accessible.

My family often uses the trailheads accessed from the corridor road and from Teton Village for day and overnight hikes. We also sometimes use the road for ski touring and access to the trails to Phelps Lake, to enjoy the winter solitude.

Topic Question 2:

The most important concern for me is bicycle/pedestrian safety. There is a great opportunity now to connect our fantastic pathways, completing a loop that encourages our community and visitors to get out of the car to experience our beautiful valley. From my extensive use of the pathways I think the idea that pathways adversely affect wildlife is misguided and instead provides better opportunities for observing wildlife.

As for safety, the road is usually in poor shape, winds around creating blind spots, has no shoulders for cyclists or pedestrians and had no turnouts for slow traffic or those who wish to actually stop to look around. A bike path would solve pedestrian and cyclist issues and pullouts or alternate parking areas should be considered to help with traffic congestion.

Topic Question 3:

The fundamental resources and values are well defined and I support preserving them while giving the public an opportunity to experience them.

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Topic Question 4:

Continue safe public access! I enjoy having the road closed to motor vehicles for part of the year and wish to see that continue.

I support creating a pathway connecting to the ones already in place.

The road needs improvements-turnouts, alternate parking, paving. Though I understand the idea of possibly moving the road to the other side of the beaver ponds perhaps that area could still be accessed by the bike pathway or a trail. I want to see better regulation of wildlife viewing companies who often clog the road by driving slowly and not pulling over for those just driving through. There too many of them on the road and they are starting to affect my personal enjoyment of the corridor!!

Topic Question 5:

Please connect our pathways!!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 201**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I value the opportunities to view wildlife. I value fishing along the Snake River adjacent to the Moose-Wilson corridor. I also enjoy nordic skiing in the winter. I used to value the quiet "country lane" quality of the road but traffic has eliminated that experience during the summer months. I would love to be able to ride my bicycle on the Moose-Wilson road but the poor condition of the unpaved section and the number of inattentive drivers and speeding cars on the road make me avoid riding there.

Topic Question 2:
Numbers of cars and speed of travel. Too many vehicles make the road unsafe for humans and animals alike.

Topic Question 3:
Improve quality of experience for pedestrians and cyclists as well as slow and reasonable drivers (if there are any left on GTNP roads).

Topic Question 4:
Pave it. Enforce speed limits. More pullouts. Address careless drivers. Create space for cyclists. I like the idea of a bike lane, not a separated pathway. I think pullout bulbs on one side of the road and a clearly marked bike lane on the other side would be great.

Topic Question 5:
Much has been made of the impact bicycles might have on the area. Cars have an increasingly negative impact that must be addressed. I would support limiting numbers of vehicles, strict enforcement of speed limits, alternating one-way traffic, etc. Basically, any effort to limit speedy drivers looking more at the woods than the pavement is fine by me.

Comments: I am in strong support of improving bicycle access and the cycling experience in the Moose-Wilson corridor. There is simply no good reason to manage the road to allow for increasing automobile traffic.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 202**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Beauty that is "off the beaten path." Also, it's a great way to connect Moose & Wilson without going through "town."

Topic Question 2:
Keep rural, but make it safer for those who do travel that route...especially bikers!

Topic Question 4:
A bike path would be a fabulous addition.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 203**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I am a Jackson resident and most often find myself on the Moose-Wilson road on my road bike. It is one of my favorite rides in the area. Up until mid-June and after mid-September. the middle of the summer, it's not so much that the traffic is crazy, but clueless.

I most value my visits to the Moose-Wilson corridor when on my road bike and when I'm not worried about being hit by a distracted driver. I love the road's winding, rural character, the tree canopy overhead, and how I often ride past wildlife.

Topic Question 2:

I think tourists stopping in the middle of the road to watch and take photos of wildlife is the biggest problem.

Topic Question 3:

No.

Topic Question 4:

I hope the rural-ness and continue to be a winding, slow road meant for enjoyment and not speeding.

Topic Question 5:

I think more and more visitors to the park will want activities such as biking in the park. Look at how popular the pathway to Jenny Lake is. I think this would be even more so. can you imagine how awesome it will be for families to bike from Teton Village to the Preserve? Or the park entrance?

Right now, the moose-wilson road is really only enjoyed by die-hard cyclists, both because of the traffic on it and the dirt section. A paved pathway would open it up to everyone!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 204**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The thing I value most is the horseback riding. The system of trails from Poker Flats is awesome. It's close to town, Wilson & surrounding areas to drive to & ride. That area offers a wonderful trail system. Bikes should NOT be allowed on these trails at all. They have plenty of other options available.

Topic Question 2:

First & foremost, the horse trailer parking at Poker Flats. PLEASE, PLEASE... IMPROVE THAT! We need more space...whether graveled or asphalt or not...MORE SPACE PLEASE. The M-W road could be wider & kept smoother. Provide turnouts for travelers to actually pull off & watch wildlife.. not just stop in the lane of traffic. Provide a speed bump where the equestrian trail crosses the road at the bridge. People really do not slow down there!!

Topic Question 3:

This is an exceptional piece of property which should be kept as natural as possible. Having said that, hikers / bikers should not be permitted. I've ridden horses down there for over 20 yrs & you can ride thru elk herds & they don't even mind it. We've seen black bears & ride right by them & stop to watch them. Hikers & bikers would not be able to do that.

Topic Question 4:

More horse trails or at least maintain what is there! That would include all the wooden bridges in the area also. Maintain routine, yearly at least, inspections & repair as soon as possible. It would also be nice if we could do horse trailer parking at the Granite trailhead also. We used to be able to do that!!

Topic Question 5:

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The only other comment I have is it seems partiality is given to the bikes & hikers. Horseback riders make up A LOT of the recreational community in Jackson. We always seem to have to shout longer & harder than these other groups. Bikes tend to scare horses; hikers make a big deal about walking over/around horse manure on trails. It would make sense to have a trail system JUST FOR HORSES! As for the road itself, speeding is one of the worst things I see. Especially where horses need to cross the road. There are some drivers who care; most don't. More signage would be helpful also. And while we're talking signs, how about putting some of those little trail signs at the junctions of horse trails so people have a better idea of where they're going.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 205**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Love the design of the road, aspens along the sides, ability to feel like you've been transported some place else as no other area in the park is so surrounded by trees to this extent.

Topic Question 2:
Traffic...too much, too many people stopping in the road. Not enough opportunities for cars to pull over yet we want them to pull over.

The dirt road needs to be paved or graded often. It's shameful sometimes.
Death canyon trail head as well needs to be addressed. Road needs to be maintained a little better. 4 wheel drive sign posted. Trail head brought closer to limit distance to take care of road.

Topic Question 4:
Do not impact the archeological sites that are between the river and the road in an attempt to move the road away from the ponds. Think taking the road high might be an option...though it could interfere with the water source for the ponds??

Topic Question 5:
DO NOT believe in extending the width of this road to accommodate a bike path. Bikers have been given enough trails to ride and this does not need to be at the expense of the wildlife the taxpayer or the resources we're supposed to be protecting. The season for riding is too short to weigh out all these other important resources

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 206**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/15/2014 Date Received: 01/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Horse riding opportunities: the terrain is varied enough that I can have the type of ride I want - I don't have to go up and down if I don't want to, but if I do, I can head west.
Wildlife: excellent wildlife interaction especially from a horse - wildlife seems unaffected by our presence and it's a chance to view animals acting very naturally rather than acting like they need to move away.
Convenience/conservation: Makes environmental sense to access the northern end of our valley through the mw corridor rather than wasting fuel and adding to traffic going through town.

Topic Question 2:
Traffic: rather than restricting it, you need to provide adequate parking opportunities for folks who have never seen a moose, beaver, elk, bear, or whatever it is they want to see. If you give them a place to park, traffic would move much better on the road. I don't blame them for stopping in the middle of the road with their doors wide open, do you? It's exciting.
2: Weeds. My folks live in Solitude. There is no livestock there. They have lived there for 20 years. The houndstongue, mullein, and thistle they have sprouting in the last 5 years is all from wildlife coming over the snake from the mw corridor. You need to get after this!! We are all willing to help harvest flower stalks from these before they go to seed. Just ask us. Don't let it go to seed any more.

Topic Question 3:
You need to value historic trails - not just the valley trail, but many trails that actually are there because they went from one place to another. People want to know this. Don't close them down just because you don't think they're of value.

Topic Question 4:
Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

I hope traffic remains two way. I hope horse riding is not discouraged or limited, but expanded! I want to see the ability to bring a trailer in from the south and park a little further up the road so that all of us don't have to start out on top of one another, and so that we don't over-use the Poker Flats accesses. There was supposed to be trailer parking at the Rockefeller center. I remember the Teton County meetings.

I also believe that the road should be wider in places. It was always, historically, an access for all the folks and ranches who lived up there - don't say it was never intended for that. Just make it safer, give folks parking so they can see amazing things without getting killed, and you'll find that it's a much more pleasant experience for everyone.

Comments: Heard about it from a horse riding group.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 207**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/15/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Even when in the compsnry of several automobiles it is a peaceful quiet experience for the most part.

Topic Question 2:
Limiting the size and speed of vehicles.

Topic Question 3:
A road already exists. Improving the surface to decrease maintenance costs is a logical step. Including a bike path in this corridor would make it safer for cyclists and vehicles.. Having said that I believe cars should be liited on this road.

Topic Question 4:
See previous comment.

Topic Question 5:
It makes no sense to have in place the current pathway system and not complete it by placing a path from current entry station on the south end to Moose.. It seems to me that bike traffic on the park from the Kelly turnoff to String Lake increases every year. I would think that visiting the park to ride would be a preferred to automobiles. It is rare to hear of a large unguulate being hit and killed by a bicycle

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 208**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/16/2014	Date Received: 01/16/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The slower traffic speeds because it reduces wildlife killed by cars and increases chances of seeing wildlife. The limited amount of modern day structural improvements because the historic culture is kept, the corridor is not a big paved road with big paved parking areas making it different than Jenny Lake area. It's less crowded, visitors come to get out of the car and walk, hike, climb and that's refreshing for me to see. I also value that commercial operations are limited because it keeps space available for the single visitors and locals.

Topic Question 2:

1. The road alignment, two way traffic on a paved road and limiting its width that may or may not include a bike path. Associated issues include year round access, alterations to the trailheads and keeping the character of the corridor.
2. Growing commercial use. Popularity with scenic and wildlife tours, small buses and taxis has increased traffic jams, increased roadside resource damage and changed the overall character of the corridor. Allowing this to continue and grow will be a negative impact in conflict with the fundamental values.

Topic Question 3:

Limited commercialism

Topic Question 4:

1. Keep road alignment winding and the traffic flow slow. Keep traffic flow two-way for multiple purpose use such as local travel, visitor preference, emergency response and patrols.
2. Keep the road a standard two lane road with shoulders that allows a little space for cars to pullover and bikes to share the road.
3. Don't pave a separate bike path.

4. Improve the dirt section of road by paving the road surface in its current location.
5. Change the alignment from the Beaver Ponds and Sawmill ponds to go East of both. Limited parking located at each end to provide walkin access along the current road location. Build in turnouts at key locations to allow traffic to flow.
6. Keep it closed from Death Canyon to Granite during the winter.
7. Keep Granite trailhead small but design in parallel parking for overflow. Re- -align the Death Canyon access road to follow near the power poles or improve the current road surface.

Topic Question 5:

Partner with the Nordic skiing community trails and pathways to groom the snow covered section of the Moose-Wilson road. Considering ion given to parking and bathroom facilities that are limited at Death Canyon with growing popularity of nordic and BC skiing.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 209**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/16/2014	Date Received: 01/16/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
For me, the Moose-Wilson corridor acts as an access point to hiking and climbing in the park. I am less concerned about viewing animals or taking pictures. I would like to continue to have access to the Death Canyon trailhead, Rockefeller Preserve, and Open Canyon trailhead so that I can continue to use the areas as I am now.

Topic Question 2:
I think one topic of concern I have for the Moose-Wilson corridor is that traffic on the road may become "one way." I would not appreciate this, as sometimes I enjoy going both ways on the road. It is a matter of practicality. I have relatives and friends that stay in Teton Village and if I go hiking in the park with them, I want to be able to drive both ways on the road instead of driving all the way around. I think that is part of the reason people choose to stay/vacation in Teton Village.

Topic Question 3:
No.

Topic Question 4:
I would really like the "no trailer" or RV law to continue. It is nice to be able to view wildlife without a massive RV blocking sights. I would like to see the road be wider/have more of a shoulder. It gets too congested when people are biking, taking photos, viewing animals, making frequent stops, etc.

Topic Question 5:
I appreciate that you are asking the public for input. I hope you take our input into consideration when redesigning. Thanks.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 210**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/16/2014	Date Received: 01/16/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Seeing wildlife and being able to go slow enough to enjoy the corridor.I also value the quiet.I bicycle the corridor and enjoy being able to go slow enough to experience this part of the park.

Topic Question 2:
Keeping the speed of the road low and providing a separate pathway for bicycles and walkers.Also needed are turnouts that allow people a chance to park and get out of their cars.

Topic Question 3:
Keeping the country feel of the corridor is important. But people need to be able to get out their cars to enjoy this part of the park. As it is now that seems hard to do.Keeping the speed of the road low, but a road that is paved all the way and easier to drive.

Topic Question 4:
I want a separate pathway for bicycles and walkers, so people can get out of their cars to enjoy this part of the park.This pathway should be from Granite all the way to Moose. As it is now its hard to enjoy this part of the park as there are few pull-outs and bicycling at times can be dangerous. I do not see any reason for the road not to be paved all the way. The reroute past the ponds is alright if there is access for wildlife viewing as this is one of the more important values of the corridor.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 211**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/16/2014	Date Received: 01/16/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The freedom to enjoy a slow drive in a motor vehicle, a bike ride, or a x-c ski. Sight seeing, wildlife watching, bicycling and connecting a 50-mile bike loop round-trip from town where I live - these things are of great value to me.

Topic Question 2:
Maintaining a safe and productive wildlife habitat while also maintaining a slow-speed, two-way road; building a separate, adjacent pathway for non-motorized use.

Topic Question 4:
Maintaining a slow-speed, two-way road; building a separate, adjacent pathway for non-motorized use.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 212**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/17/2014	Date Received: 01/17/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 5:
The Moose-Wilson road lies within Grand Teton National Park. It is for use by those visiting and enjoying the Park. It is not intended for use as a shortcut to anywhere. It should not be used as a shortcut.
In my view, any action that discourages or prevents (preferably prevents) its use as a shortcut to the airport or any other location outside the park should be taken, including closing it to thru traffic, if necessary.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 213**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/17/2014	Date Received: 01/17/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

We live and work in the Valley, I was born here in Jackson! Moose -Wilson Road is a nice quick nature drive we can take the kids on after work when there is little time. Roads like that are getting scarce in this country because they are closing to vehicles to take care of the bikers! I grew up enjoying a different area every day.....one of the reasons I am still here, and have tried to keep this up with my children but biking to BBQ and camp is NOT why I live in this area! This should not happen with Moose -Wilson Road!!!

Topic Question 2:

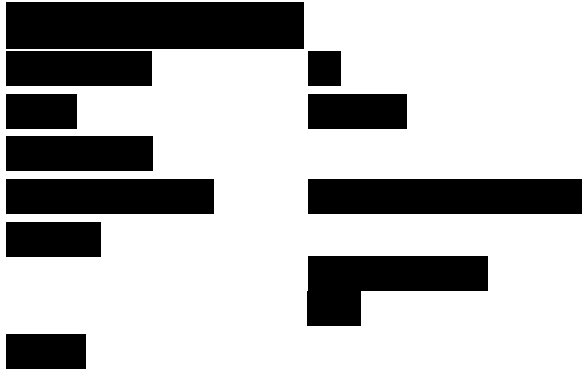
It is already a narrow road and I believe putting bike path there will ruin the whole beauty of the area..it should be Natural! It does not need changed just continue with the rules the way they are and continue to hope people will pull off the road in the right spots, but we will continue to let them know when they do it wrong and hope some day it sinks in! I love my hometown and I am so tired of finding some new closed road or area every summer in the mountains that I love to enjoy!

Topic Question 5:

There are MILES of bike path now and to close another road so bikes are safer using it would be stupid! Common Sense should be needed to bike ride on the road or go somewhere else to ride it!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 214**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/17/2014	Date Received: 01/17/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The scenic beauty of the back way to the parks and airport .

Topic Question 2:
I think there are enough bike paths in Teton County. Tax payers pay a lot of money for those paths and are not allowed to use them due to seasonal closures for some silly reason. If the weather permits and the paths are clear, why are people not allowed to use them?
I think the Moose-Wilson road needs to be left accessible to all traffic. It seems like more and more scenic byways are being closed off to public access in the name of something else. Once it is closed off, or restricted, we can never get it back.

Topic Question 3:
The corridor is a good back access to the parks and airport from the West side of the valley. It is also a place that people can go to see the scenery and hopefully some wildlife that wouldn't be seen on other roads in the valley. Senior citizens who are native to the Valley would love to be taken for a ride along this road which they probably used to ride horseback in their younger years. Those memories are then passed down to the younger generations during that scenic ride.

Topic Question 4:
That corridor needs to remain open to public traffic and not restricted to bus traffic only or used as a bike path only.

Topic Question 5:
I don't understand why the new people who come to Teton County think that the natives didn't know what they were doing. The new people loved it here because of what it was but yet just had to make it just like what they just moved

from. Well, I am a 5th generation Jackson Native, and all of those people changing this and changing that has since made Teton County into something completely up recognizable to most of the natives. It seems that the new people and all of their money intimidate their way into getting what they want. They buy up all the prime land and then lock everyone off denying access to hunting, fishing, hiking trails, and other access into public lands & trails. It seems like this is another idea to lock up another portion of the County. If it is closed to car traffic and only to bus traffic, who is going to pay for the up keep & the snow removal? It is not fair that it not be used by everyone if the taxpayers are paying for the expenses on it. There are enough bike paths in Teton County that people are not allowed to use because they are closed for no good reason during some months of the year. This corridor needs to remain open to everyone, not just the buses or the bikers. The taxpayers are paying for the maintenance and snow removal for that road, so if it is closed down, who then pays for it then? I am sure the bike path users will not want to pay that bill for maintenance, and neither will the bus shuttle companies on their own. It needs to remain open for everyone to use, not just the special interests who want it closed off for their own benefit.

Comments: I don't think that any roads in Teton County should be closed to the public access. It will tend to be a detriment should emergency access need to be taken on that road for whatever reason, and it has been made into a bike bath which only can be used from May through October. It also denies the enjoyment of that road to only a token few who the majority of will never pay a tax that will help maintain it should it turn into a bike path. Bus shuttle companies will not want to foot the bill to keep the road up and for snow removal. The only way to make it fair is to keep it open for all car traffic. I do think that bikes should be restricted if there is such a high risk of bear encounters. It is only common sense that people be aware of the wildlife there and the risk of riding there.

I also think it should remain open for everyone because of the opportunity for sight seeing especially for the senior citizens that grew up in the valley. It is a good place to take them for a short ride where taking them to the park may be too much for them. Don't take away any more access to public lands. Once it is gone, we never get it back!

My grandparents and other family members would all roll over in their graves to see the bad choices that the new rich inhabitants of the valley has made so far. If this road is closed down for only special interest people to use and the taxpayers have to pay for it anyway, then the next jolt you feel in the valley will have been from them all rolling over at the same time. My family homesteaded in this valley and I don't think this is what they I visioned it to become. It sickens me to see too. It is sad to see public access threatened because once it is gone, it is gone.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 215**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/17/2014	Date Received: 01/17/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I value the wildlife and the pristine, natural environment

Topic Question 2:
undue amount of heavy summer car traffic... the danger to cyclists and hikers and the disruption of the natural beauty of the area...

Topic Question 3:
It is and should continue to be a wonderful place to view wildlife and to access some of the most popular trails in the park both in summer and in winter.....

Topic Question 4:
I am in favor of the continued rural nature of the moose wilson corridor.. perhaps restricting motorized vehicles entirely.. but continuing to make the corridor accessible to bikers and hikers and wildlife.

Topic Question 5:
I am against any improvements to the road whatsoever.... traffic should be at a slow, safe pace for wildlife and hikers/bikers....this road is not to be used as a "Short Cut " to the airport.....
A separate bike path would be advised.

Comments: Something should be done to create a "locals" pass for the park entrance... often in the summer there is a long backup of cars at the Moose Wilson entrance gate in Teton Village for cars and bikers alike....perhaps like an

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"Easy Pass" where regular local visitors, hikers or cyclists can pass through without the long wait.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 216**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/18/2014	Date Received: 01/18/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

To me, the Moose-Wilson road is the most beautiful drive in America. Whenever I return to Jackson, it's one of the first places I want to go.

Topic Question 2:

The idea of closing the road is my biggest concern. I can understand putting in speed bumps or something similar to insure that cars go slow. But, to close it to cars would take away a part of Jackson that I grew up with and love.

Topic Question 3:

Whenever I have friends visit the valley, I always tell them to drive the Moose-Wilson road as they will almost always be rewarded by seeing wildlife. It's a wonderful way for visitors to get a feel for the valley and it's wild inhabitants. Not everyone that visits Jackson is a hiker or bicyclist.

Topic Question 4:

Please leave the road open to cars, so everyone can enjoy it.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 217**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/18/2014	Date Received: 01/18/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Animal life, quiet.

Topic Question 2:
Too many people, too much traffic.

Topic Question 4:
I think it would be great to close it to car traffic, create a bike path/ walking path. Groom it in the winter for skiers. Let people access it to get exercise, allow dogs only in the winter with ski Jor only.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 218**

Author Information

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/18/2014 Date Received: 01/18/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The viewing of wildlife and scenery - - we take every guest that comes to JH on the MW road several times because we know we're likely to see wildlife. We also like the access to the the hiking trailheads especially with the opening of the Rockefeller Center

Topic Question 2:
I want to keep the road two way but also like the fact that it is only partially paved so people don't drive fast on it. Need additional turnouts for those who want to stop to view the wildlife. Also would really like a pathway along the entire corridor so people could walk or ride their bikes.

Topic Question 3:
The MW road is a wonderful asset for the JH area.

Topic Question 4:
I want to see the road open to two way traffic but more friendly to those who want to stop as well as to hikers and bikers.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 219**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/18/2014	Date Received: 01/18/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Its value to the habitat.

Topic Question 2:
I think the most important issue affecting the corridor is over use by vehicle traffic.

Topic Question 4:
The would like to continue the wildness that I feel is slipping away with the exhaust fumes. I would like to see the entire area either non motorized pathways or a shuttle system at the very most.

Comments: I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural character of the existing road should be preserved while providing safe access for hikers, bicyclists, walkers, wheelchair operators, and others with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who wish to access Grand Teton without the use of a car. Please prioritize public safety and add a complete pathway from Granite Entrance to Moose - connecting to the incredibly successful and widely celebrated Grand Teton National Park and Jackson Hole Community pathway systems.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 220**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/20/2014	Date Received: 01/20/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Scenic beauty, animal encounters, somewhat easy north/south access into and out of Teton Village.

Topic Question 2:
We have a REAL traffic problem getting people (read vehicles) into and out of Teton Village. The ONLY realistic solution to this problem would be to make the Moose-Wilson Road a REAL road with an adjacent bike path so vehicles, pedestrians, bikers, Nordic skiers, etc., etc. can get from the Village to Moose and back again.

Topic Question 3:
Face reality!

Topic Question 4:
See #2 Above

Topic Question 5:
See #2 Above.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 221**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/20/2014	Date Received: 01/20/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Undeveloped wild natural environment and wildlife.

Topic Question 2:

Overdevelopment pressures (includes widening of roads and encroachment into natural environment).

Topic Question 3:

Keep it as wild and undeveloped as possible.

Topic Question 4:

Maintain narrow , winding , slow driving experience.

Topic Question 5:

Give priority to wildlife habitat and values.

Do not increase paving to encourage additional bicycle traffic.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 222**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/20/2014 Date Received: 01/20/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The times that I choose to go it is a quiet dirt road with the ever present possibility to see wildlife. I ride it on a road bike more often than I drive it in a car. It is one of the few places with a road where you feel wrapped in the forest, protected from the wind and sheltered from the (sometimes) "oppressive" feeling of wide open spaces.

Topic Question 2:
Overcrowding during peak visitation times. Commercial use by taxis and wildlife viewing companies should be limited. Wetland engineering is being done for the road's sake which seems the wrong way around. Winter use could be improved by grooming. Honestly, most negatives arise from overcrowding (of vehicles). Imagine the same number of people on bikes and the congestion would be totally absent even with the same visitor numbers. I believe there would be fewer, not more wildlife/visitor conflicts because when you arrive in a car, you're on an amusement park ride, when you arrive by bike or foot you're part of the environment and more wary.

Topic Question 3:
Scenery and recreation are on a human scale in the corridor, best experienced outside of a vehicle. Wildlife seems to have increased and must be acknowledged. the laurance rockafellah center should be experienced by every visitor, though perhaps by shuttle. White grass and murie ranches are impressive and I've had the good fortune to experience them intimately with relatively few others around. not sure how this can be reproduced for non-local visitors but there is magic there.

Topic Question 4:
Maintain or re-produce a quiet, traffic calming, dirt road. A separate bike path that maintains a forested feel. Winter grooming with snow bikes allowed. IF it is determined that one way is appropriate for cars please maintain two way access for bikes.

Topic Question 5:

Don't turn it over to the highway engineers who would build a runway. Keep it rural, with some dirt for built in traffic calming. There are not enough dirt roads any more. Leave the death canyon trailhead rustic and rough.

Make the existing road a two way bike path that goes through and build a new vehicle road to access the LR preserve from the north that does NOT go through and get it out of the wetlands.

encourage other agencies (wydot, county) to build a "north bridge" outside the park to accept airport to village traffic.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 223**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/12/2014	Date Received: 01/15/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter
Notes:	

Correspondence Text

To whom it may concern:

I enjoy driving the Moose Wilson Road. In summer etc I don't want to drive thru Jackson! I use it to stop and paint landscapes or to drive up to the park. Please do NOT make it one-way. We all use it both ways.

Can the M-W Road be made into 3 lanes. 2 for traffic - one for animal jams. The bike path away from the main road or elevated along hillsides so cars won't park on the path way.

Please, "no one way." It is one of the nicest roads in the valley to drive. - "special"

Thank you - Dee (Parker)

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 224**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/16/2014	Date Received: 01/17/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter
Notes:	

Correspondence Text

Dear Planning Commission

I am writing in regards to Moose/Wilson Road. I lived in Jackson for 20 yrs. My husband & I drove that road both ways in business, and also for pleasure. After we moved to Thayne, we come to Jackson 4 or 5 times maybe more a week, We are retired, an like to take pictures. We still travel the Moose/Wilson road and the time when we our in Jackson, we use it both ways. I have no problem with a bike path as long as they keep travel both ways for cars, trucks. Thank You!

Sincerely,

Heather D. and Roy Rorabaugh

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 225

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/21/2014	Date Received: 01/21/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The convenient connectivity

Topic Question 2:
My biggest concern is that it will be restricted even further rather than expanded to sustain greater volume of all user groups while making it a much safer experience. I would like to see the addition of a pathway for all forms non-motorized travel.

Topic Question 3:
The corridor is factor in our local economies and further restrictions or closure would have a negative impact on residents, guests, and the economy. Tourism is the number one industry in Teton County and it should be harnessed and cultivated as opposed to shunning something that is not going away.

Topic Question 4:
I would like to see a proper road installed with appropriate shoulders and line of sight accompanied by a pathway. I would like to see the road open to trailers as well.

Topic Question 5:
The argument of increased wildlife holds no merit. Yes, it maybe factual that wildlife is more established in the corridor now, but wild life is more prevalent everywhere in the valley; including downtown Jackson. Due to good wildlife management we have seen an increase in animal populations (in general). If we shut down or restrict areas on the basis that wildlife is readily seen, it won't be long before GTNP, YNP, Cache Creek, Teton Pass, JHMR, and etc. will be closed and / or further restricted. Two summers back there were black bears on Broadway in downtown Jackson at rush hour; should we close or restrict Broadway?

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 226



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/21/2014	Date Received: 01/21/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The Moose-Wilson Road has been an important corridor for my family since 1955. My parents were from Michigan and every year we would entertain guests from there. Regardless of the length of stay, be it for one day or for several weeks, we always took our guests on one or more Moose-Wilson Road trips. That road provided us the opportunity to talk about and view; glacial moraines, block fault geology, seasonal botany, swift mountain streams complete with log and plank bridges, and always a wealth of wildlife. When I worked at the Wort Hotel I would frequently send car-loads of tourists to the village and then to Moose Junction knowing that they would come back to the hotel with stories of wildlife and mountain splendor.

Topic Question 2:

When I worked at the JY and White Grass Ranches, and when I was a student at the Teton Science School, I frequently encountered both black and grizzly bear. I have also encountered tick-ridden cow moose both on the Moose-Wilson Road and on many of the foot paths and driveways that branch away from the main road. When I was in high school I frequently road my bicycle or ran on the Moose-Wilson Road and it was not uncommon to encounter all types of wildlife. I want to reiterate that this was in the mid 1970's or earlier. The White Grass and the JY lost horses to grizzlies every year and their wranglers where always aware of their surroundings especially when riding early in the mornings or late in the evenings. People have been hiking and biking the Moose-Wilson Road since Teton Village was in it's infancy. Everyone that used the road understood that there was an immanent danger of encountering wildlife and they conducted themselves accordingly

Topic Question 3:

That road provided us the opportunity to talk about and view; glacial moraines, block fault geology, seasonal botany, swift mountain streams complete with log and plank bridges, and always a wealth of wildlife.

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Topic Question 4:

I mentioned earlier that I am confined to a wheelchair and therefore cannot walk or hike the trails that I did in my youth. The car that was just ahead of me on Labor Day Weekend was another of my classmates, from a long time Jackson homesteading family, Susan Mason. Susan now suffers from M.S. and like me cannot hike the trails. Jackson still has a large population of long time residents that are either too old or suffer from health issues that prevent them from being able to hike the roads and trails that they grew up on. The Moose-Wilson Road provides a safe road for Jackson natives to travel and show to friends and family.

Topic Question 5:

Jackson still has a large population of long time residents that are either too old or suffer from health issues that prevent them from being able to hike the roads and trails that they grew up on. The Moose-Wilson Road provides a safe road for Jackson natives to travel and show to friends and family. Please widen the road, lay a good crushed gravel road base surface, then do frequent maintenance to control the wash-boarding. Otherwise, leave it alone! Let the bikers and tour buses take alternate routes...and there are many.

Comments: My name is Donald L. Randle and my parents moved to Jackson in the spring of 1955 when I was six weeks old. I grew up in the valley and attended the Jackson Public School System from first grade through senior graduation in 1973. My father was a carpenter and general contractor and was privileged to either built new structures or remodeled and maintained old structures on the JY Ranch in the many years that Dennis Turner managed the ranch. I spent several weeks each year working beside my father on those projects. I also attended the Teton Science School Summer Program when the school was located just east of the White Grass Ranch. While in high school, I worked as a bellman for the Wort Hotel, worked on road crew for Bridger-Teton National Forest, wrangled and guided for several guest ranches and outfitters. In 1979 I started outfitting for the Lava Creek Guest Ranch in Dubois and eventually purchased their camp and became owner/operator of the Soda Fork Outfitters. A horse accident in 1986 was the cause of a spinal cord injury that left me wheelchair bound. After that my wife and I moved to Laramie and later Cheyenne, where we still live.

The Moose-Wilson Road has been an important corridor for my family since 1955. My parents were from Michigan and every year we would entertain guests from there. Regardless of the length of stay, be it for one day or for several weeks, we always took our guests on one or more Moose-Wilson Road trips. That road provided us the opportunity to talk about and view; glacial moraines, block fault geology, seasonal botany, swift mountain streams complete with log and plank bridges, and always a wealth of wildlife. When I worked at the Wort Hotel I would frequently send car-loads of tourists to the village and then to Moose Junction knowing that they would come back to the hotel with stories of wildlife and mountain splendor. Now that we live in southeastern Wyoming, we still send friends and family up the Moose-Wilson Road if they are visiting the Jackson Valley. On Labor Day weekend of last year, 2013, I traveled to Jackson for my 40th class reunion. On Saturday morning I was going through the gate at the south end of the Moose-Wilson Road at daybreak. I later learned that I was the second vehicle on the road that morning in a long procession of my classmates. Many of them were showing the road to their spouses for the very first time.

When I worked at the JY and White Grass Ranches, and when I was a student at the Teton Science School, I frequently encountered both black and grizzly bear. I have also encountered tick-ridden cow moose both on the Moose-Wilson Road and on many of the foot paths and driveways that branch away from the main road. When I was in high school I frequently road my bicycle or ran on the Moose-Wilson Road and it was not uncommon to encounter all types of wildlife. I want to reiterate that this was in the mid 1970's or earlier. The White Grass and the JY lost horses to grizzlies every year and their wranglers where always aware of their surroundings especially when riding early in the mornings or late in the evenings. People have been hiking and biking the Moose-Wilson Road since Teton Village was in it's infancy. Everyone that used the road understood that there was an immanent danger of encountering wildlife and they conducted themselves accordingly. It is also important to note that the same group

of people that are biking the area are the same folks that have lobbied for the Canadian Gray Wolf introduction and the increased protection and growth of the grizzly population.

The Moose-Wilson Road SHOULD NOT BE CLOSED for any reason and especially to allow one more bus concession business to open. The road does need work and is currently handling a very high volume of summer traffic. The road needs to be widened to accommodate the large vehicles being driven but it does not need to be paved. The gravel road surface naturally slows traffic at the same time that it provides footing for wildlife that may be crossing. The gravel surface is more than adequate for mountain or "fat-tire" bikes. There are paved bike lanes throughout Teton Park for road bikes and many trails available for mountain bikes.

I mentioned earlier that I am confined to a wheelchair and therefore cannot walk or hike the trails that I did in my youth. The car that was just ahead of me on Labor Day Weekend was another of my classmates, from a long time Jackson homesteading family, Susan Mason. Susan now suffers from M.S. and like me cannot hike the trails. Jackson still has a large population of long time residents that are either too old or suffer from health issues that prevent them from being able to hike the roads and trails that they grew up on. The Moose-Wilson Road provides a safe road for Jackson natives to travel and show to friends and family. Please widen the road, lay a good crushed gravel road base surface, then do frequent maintenance to control the wash-boarding. Otherwise, leave it alone! Let the bikers and tour buses take alternate routes...and there are many.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 227**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/21/2014	Date Received: 01/21/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value the scenery and the wildlife and the opportunity to connect with nature. Being in the natural world helps restore my spirit and provides me with the opportunity to recreate in a beautiful area: hiking, biking, skiing, etc...

Topic Question 2:

Traffic is a NIGHTMARE. Bear jams, moose jams.... this is very problematic for the wildlife. People get too close to the bears who come to eat the berries in the fall. The road should really not be crossing through sensitive wetlands. The road suffers from frost heaves, beaver dam flooding risks and careless parking by tourists who park on the side of the road whether there are pullouts or not, that is, if they even bother to pull over, which most do not.

Topic Question 3:

which newsletter?

Topic Question 4:

I would like to continue to see access to the area, but in a more wildlife and resource-friendly way. I do believe that pedestrian and bike traffic should be privileged over vehicular access as long as provisions are made for access to trailheads.

Topic Question 5:

I think the road should be moved to avoid the sensitive wetland areas and areas most heavily frequented by bears, moose, elk, deer, beaver, etc. I do feel strongly that a pathway should be part of any road that is built or moved or improved. It can be attached to the road, but there should be at least a wide shoulder with markings provided for biker use and to help discourage vehicles from driving in biker-lanes. I do not insist on vehicle access, provided there are very convenient shuttles to access trailheads and the Preserve. Shuttles would need to start very early and

end very late in the day. I do think wildlife and resource preservation should trump vehicular considerations. Do NOT make the road wider or straighter. It should keep its rural feel. In fact, adding speed bumps would be an excellent way to deter people from using the road as a commuting road between Moose and Teton Village or between the West Bank and the airport. Ample signs need to be posted to prevent tourists from blocking traffic and from pulling out onto the landscaping whenever an animal can be seen from the road.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 228**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/21/2014	Date Received: 01/21/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Mosaic of habitats and associated wildlife: I enjoy seeing variety of plant species in different habitats and observing large and small mammal and bird species on any given hike. I like watching the behavior and interaction of all the species. I enjoy hiking from LSR and Granite Canyon Trail Head 3-4 times a month, especially when the trails are relatively quiet.

Driving through varied, intimate habitat: I enjoy the rare quiet times when I can drive down the M-W Road looking at wildlife, particularly in the early mornings and evenings in spring and fall. I enjoy periodically pulling over, getting out, and walking the road here and there, or stopping to watch a bird or moose from the window before moving along. I can see alot in a short time safely!

Topic Question 2:

1. Traffic: In recent summers and falls cars often charge around me going over 35 mph- -often these are commuters or frustrated locals; or visitors stop dead in the middle of the road ahead of me to see wildlife. The amount and type of traffic has become unpleasant and dangerous to wildlife and to visitors. Traffic must be significantly reduced, and the road maintained as a rural scenic road for park visitors, not as a county transportation corridor.
2. Bike path: A separate bike path will permanently degrade the natural resource by physically and behaviorally broadening the human transportation corridor and, therefore, significantly impact wildlife habitat and movement. A bike path is inappropriate and totally unnecessary for this area of the national park.
3. Over use of trails: Over the longer term, perhaps an over use of the trail systems. Many of the parking lots are already full. I would not like to see huge parking lots or trails as busy as Hidden Falls, or Phelps Lake full of boaters and swimmers. Keep this corner quiet and tranquil for a quality visitor experience.
4. Exceptional opportunity: There is an opportunity to make this unique section of the Park an exemplary,

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sustainable location for visitors wanting a intimate, contemplative, educational experience focused on the natural resources in the spirit of Laurance Rockefeller.

Topic Question 3:

The "Fundamental Resources and Values" section of the "Scoping Newsletter" captures my values perfectly. My priorities are

1. Ecological Communities and Wildlife
2. Aquatic Resources
3. Natural Soundscapes and Acoustic Resources

But all are important and interrelated.

Thank you.

Topic Question 4:

- The ecological communities and wildlife should be undisturbed with unimpeded connections. The wildlife species abundance, interactions, and movement needs to be sustained, even enhanced.
- Throughout the study area, prioritize opportunities for intimate, contemplative, and educational wildlife experiences.

Reroute the upper portion of the road away from the wetlands, berry trees, and ecotone of sage, forest, and wetlands. Eliminate private cars and provide an energy efficient shuttle service for visitors that stop at key nodes as well as for unexpected wildlife viewing. Train the drivers in safe viewing and interpretation to maximize the appreciation of wildlife.

Topic Question 5:

I will send separately my full letter of comments. Thank you.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 229**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/22/2014	Date Received: 01/22/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Opportunity to see wildlife, including bears.

Topic Question 2:
I am a Teton County resident (Alta, WY) but my concern is that the County claims the road. I disagree with this claim.

Topic Question 3:
Preserving grizzly bear habitat is very important to me.

Topic Question 4:
I would like to see the road stay as it is including the unpaved central section. I would support a one way rule and the establishment of a fee booth on the north end of the road. This will help make it safer. Bicyclists should be encouraged to wear bright colors for their safety.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 230**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/22/2014 Date Received: 01/22/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
My previous visits have including vehicle trips from both the north and south directions, primarily for sightseeing. But my most memorable experience was a bicycle ride in 2012 from and to Jackson via the Moose Wilson corridor. That is one of the finest bicycling routes I have experienced in my 58 years.

Topic Question 2:
Vehicle access is a concern. As the route becomes more well known and popular, I fear auto traffic will reduce the experience, especially to non-motorized traffic. The fact that the current road has some poor conditions perhaps keeps some traffic away. Improvement of the roadway will increase auto traffic. Obviously conflicts with wildlife (I am not aware of any) would potentially increase with improved access.

Topic Question 3:
No

Topic Question 4:
From my perspective and experience, keeping it the same to preserve the experience would be preferred. Perhaps with some improvements focused primarily on non-motorized traffic safety and visibility to minimize wildlife conflicts. I do not believe that the purpose of the route should be for commuting from Moose to Wilson, but rather the experience of the trip. In other words, I would try to enhance the experience without sacrificing the remoteness and serenity of the area.

Topic Question 5:
I look forward to following the process. Good luck.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 231**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/22/2014	Date Received: 01/22/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I am over 70 years old and have been coming to JH my entire life. My mother first came to JH in the 1920's so our family has a long history of caring about the area. We are property owners. For us, the Moose-Wilson corridor is where we've taken our children and now our grandchildren early mornings to see and learn about wildlife and talk about habitat and why it is important to maintain healthy habitat.

Topic Question 2:

We are concerned about the bikers on the road and how important it is to find a way to allow people in cars to have a good wildlife watching experience and not have to worry about hitting someone on a bicycle. I strongly support a bike trail/path that is parallel but separated from the road. I support construction of a bike trail from park entrance all the way to Moose.

The haphazard parking when something is spotted is a hassle sometimes, but I am opposed to building additional turnouts. Cars always manage to untangle themselves.

Topic Question 5:

- support a bike path from the park entrance to Moose that runs parallel to the road but is separated.
- I don't support additional or larger pullouts along the M-W road
- I do not support paving the 2 miles of the M-W road
- I strongly support keeping the M-W road open

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 232**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/22/2014	Date Received: 01/22/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
This fabulous road offers the opportunity to travel back in time. I have seen moose, grizzlies and other large mammals on this road. We need to try very hard to maintain its character

Topic Question 2:
I like the idea of a bike path here, but ONLY IF it does not have a material negative impact on the wildlife in the area.

Topic Question 3:
no - - I think you guys got it right

Topic Question 4:
Keep it a dirt road. In the case of a tie, give in to the needs of wildlife

Topic Question 5:
This road should never be made an easy route to Moose from Wilson - - it should always be the scenic route. I use this road to access trail heads and would hate to lose it for that purpose. However, I would give it up if necessary to protect the wildlife

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 233**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/22/2014	Date Received: 01/22/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The peacefulness and tranquility

Topic Question 2:
Traffic and congestion

Topic Question 4:
Controlled traffic usage.

Topic Question 5:
As a bicyclist, I still do not see the compatibility of a bike trail with the wildlife populations that travel through this corridor. My worry is that "bicycle tours" and bike tourist will create another form of congestion in this delicate environment. As a supporter of the Grand Teton National Park Foundation, one of the Parks stated purposes is to "protect wildlife."
I am open however, to establishing a controlled or "metered" access to the road via car. The Rockefeller Preserve is an excellent example of this, controlling the amount of visitors in the environment at a given time. It allows each individual an unique opportunity to experience the Preserve. Thank you.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 234**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/22/2014	Date Received: 01/22/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

(sent electronically and by USPS)

Kevin Schneider, Acting Superintendent
Grand Teton National Park
John D. Rockefeller, Jr. Memorial Parkway
PO Drawer 170
Moose, Wyoming 83012

Dear Mr. Schneider,

On behalf of the Jackson Hole Wildlife Foundation Board of Directors, thank you for the opportunity to provide scoping comments for the Moose-Wilson Corridor Comprehensive Management Plan. The Jackson Hole Wildlife Foundation (JHWF) is a grassroots group of individuals working to promote ways for Teton County residents and visitors to live compatibly with wildlife. We accomplish our mission through focused, on-the-ground projects and through wildlife education.

While any plan focusing on management of the Moose-Wilson Corridor must take into account numerous human safety, cultural, and historic concerns, JHWF is focused specifically on wildlife conservation. Therefore, the comments contained in this letter will be limited primarily to wildlife and wildlife habitat.

Importance to wildlife

The Moose-Wilson Road Corridor is considered one of the most diverse stretches of wildlife habitat in Grand Teton National Park (GTNP). The stretch contains a mixture of sagebrush flats, riparian zones, mixed conifer stands, and

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aspen stands and includes proposed and recommended Wilderness. This diverse habitat attracts numerous wildlife species including, but not limited to, moose, elk, bald eagles, wolves and black bears. The corridor also attracts species currently listed as "threatened" under the Endangered Species Act such as grizzly bears and Canada lynx.

This diversity of wildlife and wildlife habitat make the corridor extremely sensitive to human-caused disturbance. We urge the National Park Service to carefully consider the potential loss of habitat from any increase in infrastructure as you develop a management plan for the Moose-Wilson Corridor.

A new analysis?

The Jackson Hole Wildlife Foundation feels that the increased presence of grizzly bears in the Moose-Wilson Road Corridor makes a new National Environmental Policy Act analysis/management plan appropriate and necessary above and beyond the 2007 GTNP Transportation Plan Record of Decision. National Park Service data show that grizzly bear sightings increased from one or fewer sightings each year between 2000 and 2007 to 27 sightings in 2011 and 24 in 2012. This increase of grizzly activity is a significant "changed condition" that will undoubtedly result in an increase in human-grizzly encounters. The increased chance for encounters is especially important considering that grizzly-human conflicts are a leading cause of grizzly mortality.

Pathways, recreation and animal displacement

GTNP has funded four studies of the impacts of park pathways and non-motorized recreation on elk (Sawyer et al. 2011) ungulate responses (Hardy, A.R. and K.R. Crooks 2011) black bears (Costello et al. 2011) and avian species (Chalfoun, A. 2011). While these studies demonstrated the effects of pathways in sagebrush habitat, those results are not necessarily applicable to the varied and sensitive habitat types found in the Moose-Wilson Road Corridor. Further, those studies did not take into account the impacts of pathways and non-motorized recreation on the species of greatest management concern in the Moose-Wilson Road Corridor: grizzly bears. As part of any analysis of management alternatives on the corridor, JHWF respectfully requests that the National Park Service undertake whatever studies are necessary to determine more precisely the anticipated effects of management alternatives on the habitat types found in the corridor as well as on grizzly bears, Canada lynx and other species that inhabit that section of the park.

Research on grizzly-cyclist interactions by Dr. Stephen Herrero and research looking at the impacts of various types of recreation on elk on the Starkey Experimental Forest and Range could provide additional guidance.

We encourage the National Park Service to also evaluate the impacts to wildlife and wildlife habitat resulting from construction activities-including operation of heavy equipment, excavation, tree clearing, and asphalt pavement application. While previous analyses have shown that the long-term impacts of separated pathways to wildlife are expected to be both great and negative, the potential for construction activities to negatively impact this particular portion of Grand Teton National Park also gives us grave concerns. Habitat destruction is predictable.

JHWF programs

The Jackson Hole Wildlife Foundation has four programs that may be applicable to management of the Moose-Wilson Road Corridor. We'd welcome an opportunity partner with GTNP to implement any or all of these programs in the future.

Give Wildlife a Brake™: For more than 20 years, JHWF has educated the public about wildlife-vehicle collisions on Teton County roadways. We request that the National Park Service consider similar education efforts in addition to reduced speed limits on Moose-Wilson Road in order to protect wildlife and humans.

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Bearwise Jackson Hole: The JHWF Bear Wise Jackson Hole program is an education effort designed to reduce human bear conflicts. We request that the National Park Service promote proper bear country food storage regulations, bear spray for pedestrians and cyclists, and appropriate wildlife viewing practices in the management plan for the Moose-Wilson Road Corridor.

Wildlife Friendly Fencing: The JHWF Wildlife Friendly Fencing program utilizes volunteers to remove or modify fences that may pose an entanglement danger to or impede their movement of wildlife. JHWF has previously partnered with GTNP to remove fences within the Moose-Wilson Corridor, and continues to partner with GTNP to remove or modify fences in other parts of the park. It's our understanding that several unnecessary fences remain within the Moose-Wilson Road Corridor, and JHWF would welcome an opportunity to assist with their removal.

Nature Mapping Jackson Hole: The Nature Mapping Jackson Hole program is a partnership with the Meg and Bert Raynes Wildlife Fund that trains citizen scientists to gather wildlife observations throughout Teton County. The Nature Mapping data are then vetted by trained biologists and compiled in the Nature Mapping Database. To date, Nature Mappers have documented 67 different species in 312 observations in Moose-Wilson Road (see table below). Pending a review by the Nature Mapping Advisory Committee, JHWF would welcome the opportunity to contribute these data to the Moose-Wilson planning effort.

Thank you for the opportunity to provide scoping comments for the Moose-Wilson Corridor Comprehensive Management Plan. Please don't hesitate to contact us with any questions.

Sincerely,

Cory Hatch
Executive Director

Table 1. Nature Mapping Observations in the Moose-Wilson Corridor

Row Labels	Count of Species
American Coot	2
American Crow	1
American Dipper	1
American Kestrel	1
American Marten	1
American Pika	1
American Robin	6
American Wigeon	4
Bald Eagle	3
Barn Swallow	1
Barrow's Goldeneye	5
Beaver	11
Bison	1
Black Bear	7
Black-billed Magpie	3
Black-capped Chickadee	1
Black-headed Grosbeak	2
Broad-tailed Hummingbird	1

Canada Goose 7
Cinnamon Teal 2
Clark's Nutcracker 2
Common Goldeneye 3
Common Merganser 3
Common Raven 8
Common Yellowthroat 1
Downy Woodpecker 3
Dusky Grouse 2
Elk (Wapiti) 50
Gray Wolf 2
Great Blue Heron 8
Great Gray Owl 5
Great Horned Owl 1
Greater Sage-Grouse 1
Green-winged Teal 1
Grizzly Bear 4
House Finch 1
Junco Dark-eyed 1
Junco Oregon 1
Least Chipmunk 3
Mallard 5
Moose 47
Mountain Bluebird 3
Mountain Chickadee 1
Mule Deer (Black-tailed Deer) 13
Northern Flicker 1
Northern Flying Squirrel 1
Northern Shrike 1
Osprey 30
Pine Siskin 2
Red Crossbill 1
Red Fox 3
Red Squirrel 5
Red-breasted Nuthatch 3
Red-naped Sapsucker 1
Red-tailed Hawk 7
Red-winged Blackbird 6
Rough-legged Hawk 1
Ruffed Grouse 4
Sandhill Crane 2
Song Sparrow 1
Spotted Sandpiper 1
Swainson's Hawk 1
Townsend's Solitaire 1
Uinta Ground Squirrel 2
Wilson's Snipe 1
Wood Duck 3
Yellow Warbler 4

Grand Total 312

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 235**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/17/2014	Date Received: 01/22/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter

Notes:

Correspondence Text

Grand Teton National Park
Attention: Moose-Wilson Planning Team
P.O. Box 170
Moose, WY 83012-0170

Hey, Team!

Our Moose-Wilson Road is one of the loveliest treasures we have, as you are well aware. It must, must be preserved for the people who love it and it must be done in such a way, as it is now, that it doesn't impinge upon our wildlife. Therefore whatever you do, don't go tearing up the patch! If possible, a nice little pathway for bikers and hikers would indeed be nice, though how you can tack one on without tearing too much up I don't know, but maybe you do. Another improvement would be pullouts. Nothing big, just space so that people don't stop in the middle of the road during critter crunches, blocking the traffic that needs to keep going.

I'm sad I missed your meetings. At 86, I bail when the ice gets black and it is so cold my old bones rattle, but I long for May or June when I can head home. This spring may I look forward to some nifty, unobtrusive improvements in everyone's favorite road?

Sincerely,

Sophie Echeverria

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 236**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/22/2014	Date Received: 01/22/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

We love the animals and the birch trees. The serenity. The beautiful creeks and ponds/marshes.

Topic Question 2:

It must remain a quiet animal habitat. Traffic must be restricted. The road should remain narrow and twisting. No accommodations should be made for RV's or trucks. In this regard, I am not sure the Rock. Cent. was a good idea.

Topic Question 3:

The creeks and ponds. Moose and beaver. The serenity. Often we have seen black bears. These are fundamental.

Topic Question 4:

The animal habitats.
The serenity.

Topic Question 5:

The short extension from the M-W road to the Death Canyon trailhead should be graded and re-graveled.

Comments: 1. Sole control and decision making power should be vested in the GTNP. The County and the State should have zero powers.

2. The gravel portion of the M-W Road should be paved.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 237**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/23/2014	Date Received: 01/23/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The quaint, scenic feel of the road and the wildlife.

Topic Question 2:
A big issue involves times when the park service closes the road to travel when grizzly bears have been seen in the area. I can understand the need to close trails, but visitors should be allowed to travel the road in vehicles at those times. It is a much, much longer trip to access the park from Teton Village via going through town, as opposed to taking the Moose Wilson Road into the park from Teton Village.

Topic Question 4:
I certainly hope that, if the road is diverted to the east from where it is presently located (around the moose ponds), that it will not be located to the east very far, where visitors can still have the feel of the moose pond area, while staying just far enough away to the east to pressure wildlife less.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 238**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/22/2014	Date Received: 01/23/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter
Notes:	

Correspondence Text

To Whom It May Concern:

My name is Dan Mortensen. I live in Wilson and have used the Moose-Wilson Rd. for travel and to access recreation for the past 45 years. My feeling is, other than possibly paving the southern part, that it should be left as is. I think it should be left a scenic, rural road. If paved I feel it would save money in the long run as it seems to get graded & dust-guarded 3 or 4 times a year now. I'm against a bike path on the southern part mainly because of wildlife issues, safety & fragmentation. Also a bike path would require the removal of thousands of trees. I don't think the road is unsafe as is as long as the speed limit is enforced.

My second choice would be to explore the 1-way option you proposed a year ago and my third choice would be to close it.

Thank you for reading this.

Daniel C Mortensen

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 239**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/24/2014	Date Received: 01/24/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
senic and wildlife values

Topic Question 2:
balance visitor use with protection of environmental resources

create a pathway suitable for bicycles with minimum impact on resource

allow auto access consistent with park purposes but not as a major transportation corridor - use traffic-calming devices

Topic Question 3:
continue to protect and enhance natural and cultural resources

Topic Question 4:
continued opportunities for wildlife-viewing and viewsheds while enabling safe bicycling opportunities

Comments: Design road to allow public access in a slow, calmed way; not as a major park entry. Curvilinear road design with traffic calming devices and an adjacent pathway for walking and biking will provide environmentally sensitive access with adequate parking and viewsheds for wildlife watchers. Designs should be sensitive to crowd management with provisions for interpreters and wildlife patrol to enhance and monitor visitors activities.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 240**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/24/2014	Date Received: 01/24/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 2:
Public safety for alternate forms of transportation. Not everyone enjoys the Tetons via car. Please make a priority to continue adding to the safe off road pathways from bicycles and pedestrians. Keep the corridor slow and scenic.

Topic Question 4:
Please continue the slow and scenic feel of the corridor and add safe bicycle/pedestrian paths to connect with the existing bicycle paths.

Topic Question 5:
I am at bicycle traveler who will be bike touring with my family. While bike touring in National Parks is appealing, high traffic conditions do not make it safe. I tend to tour with my family in areas with good bicycle infrastructure. The NPS should be in the business of encouraging people to get out of their cars and experience the parks. Better bicycle paths and safer roads for active transportation options are the way to go.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 241**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/24/2014	Date Received: 01/24/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I value the rustic appearance, being close to wildlife, and ease of getting to/from Moose Junction
Since I own property on the Moose-Wilson Road, on West Poker Flats Loop (Granite Canyon Ranch), and reside there during the summers, I use the Moose-Wilson Road several times a week.

Topic Question 2:
Increased traffic; blockage of road by wildlife-viewing people, cars, and vans; speeding cars

Topic Question 3:
The values given in the newsletter reflect my own concerns.

Topic Question 4:
I'd like to continue to keep the road as a dirt road (for the part that is currently dirt). I support adding a bike lane, if it can be done without widening the road. Don't widen the road! It's already been widened enough over the years.

Topic Question 5:
It's very important to keep the Moose-Wilson road rural, and to protect the wildlife, as well as protecting the people from the wildlife. I've read the suggestions from the 2007 study, and think that a one-way north-only car traffic might be a good solution. The road would then be single lane, and might accommodate a bike lane.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 242

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/24/2014 Date Received: 01/24/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I value the clean air and serene atmosphere along the Moose-Wilson corridor. It is especially of note in the winding section north of Granite Canyon. I value the aspen stands, the presence of the creek, and narrowness of the road itself.

I value the slow speeds on the Moose-Wilson road. I value the public access.

Topic Question 2:

Concerns: Safety for all user groups- pedestrians, cyclists, families, wheelchair users, wildlife enthusiasts, and park employees. Also, safety of wildlife, both from cars and habitat degradation, is a concern. A MAJOR concern is traffic congestion. The heavy vehicular use of the corridor and lack of pull outs and places to walk off of the roadway results in a crowded (and arguably dangerous) road. Emissions are also a concern. Many people idle their cars while waiting to see wildlife, or simply drive the road because they want to experience the corridor and don't feel safe doing so by any other means.

Opportunities: There is great opportunity to create a corridor that meets many needs! By shifting the focus away from the automobile, a number of user groups will benefit- wildlife, wildlife viewers, pedestrians and cyclists, drivers, horse enthusiasts, and those that want to experience the corridor in a non-motorized manner. There is also great opportunity to make a connection to the existing system of pathways, both in GTNP and the JH Community Pathways system. This opens the opportunity for GTNP to be recognized and celebrated yet again, as the park was when the Moose-Jenny Lake pathway was opened. The accolades that the park received (and will receive, if a pathway is built in THIS corridor) should not be overlooked- in fact, it is a huge opportunity for positive press and future park funding!

Topics for further discussion:

Adaptive management measures are worth considering in order to lessen vehicular impact in the corridor.

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Coordination with gateway communities is absolutely necessary, and should be viewed as collaborative, not combative.

Topic Question 3:

Fundamental resources, values: Both scenery and clean air are of utmost concern, as are the natural soundscapes. Wildlife and ecological communities are absolutely important.

In terms of the "Visitor Experience" category, the full spectrum of access for various ability levels should be considered! Currently, the safest way for families to experience the Moose-Wilson corridor is in their cars. This is discouraging, especially when one considers how many families have gotten OUT of their cars to enjoy the section of the park between Moose and Jenny Lake after the pathway was built! Visitors have the opportunity to use their park in a new way, while reducing congestion, emitting less, and staying safe.

History of the region should be respected and celebrated.

Topic Question 4:

I hope that the follow aspects will continue into the future:

I would like to see the following changes: Less vehicular traffic, less vehicles idling, fewer pedestrians IN the roadway (this would require responsible planning for pull outs and a place for pedestrians to walk that is NOT the road), increased safety for cyclists and pedestrians, increased consideration and options for non-motorized travel.

Topic Question 5:

A pathway along the Moose-Wilson corridor would fit incredibly well with GTNP's Transportation Goals, as listed below.

- Provide improved opportunities for visitors to enjoy the Park safely by providing additional travel/recreation options, both motorized and non-motorized.
- Reduce and manage the level of traffic and parking congestion at key locations.
- Reduces and minimize adverse impacts to park resources attributable to human use.
- Enhance cooperation between park and gateway communities to achieve complementary transportation goals.

These goals should be informing the decisions in this matter, as they were created by the park and work toward the park's ultimate mission.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 243**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/24/2014	Date Received: 01/24/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I have not been there yet, but hope to visit in the future. I have read many descriptions of the Tetons and they sound amazing.

Topic Question 2:

Preservation, upkeep, and access.

Topic Question 4:

Bike routes. Completion and expansion of the bike routes.

Comments: As a cyclist, I appreciate the steps that the Park Service has taken to provide safe access to Grand Teton National Park. Of all the cyclist travelogues I have read, those describing the Tetons are the most inspiring, and create the biggest desire to travel there. I urge the Park Service to complete the pathway along the Moose-Wilson Road Corridor. With the national epidemic of obesity, the Park Service should be encouraging cycle and pedestrian tourists, who can get enjoyable exercise while moving at a pace that best allows them to take in the splendor of the Tetons. Thank you.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 244**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/26/2014	Date Received: 01/26/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value most about my visits to the Moose-Wilson corridor the opportunity to view wildlife and enjoy a unique ecological setting. The riparian corridor and ecosystem is both fragile and unique. I appreciate both opportunities to access recreation points with ease, and also to enjoy the unique ecosystem of the area!!!

Topic Question 2:

Traffic along the corridor is my greatest concern. The road is often busy, and traffic stopped both directions for wildlife can be frustrating. Also, the use of the road as a thoroughfare is concerning. I enjoy using the corridor for recreation, and when people are travelling the road simply to get from point A to point B, it detracts from my overall experience.

Topic Question 3:

Preserving the values of scenery, ecological communities and wildlife, and visitor experience and preserving are very important to me. I am an avid hiker, and I enjoy the access to the beautiful and peaceful experiences that the Moose Wilson Corridor provides. The road itself is the gateway to these experiences!

Topic Question 4:

I hope that the road remains rather rustic and unimproved. Honestly, I do not want an increase in traffic in the corridor. I value the relative quiet and scenic beauty of the area. I am in favor of making the road one way to facilitate wildlife viewing while enabling access to locations within the corridor, and perhaps increasing safety for cyclists. I feel that any "improvements" to the road will encourage people to drive faster, which will take away from the scenic and rustic nature of the road while also decreasing safety.

Topic Question 5:

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I do not want to see the road turned in to a commercial thru-way. In many other National Parks I have visited (in particular, Acadia National Park in Maine comes to mind), roads with scenic or wildlife-viewing value are often one way to facilitate frequent stopping to view landscapes or wildlife. I truly feel this might be a good option to preserve both the social and biological integrity of the road as a unique ecological system!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 245**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/26/2014 Date Received: 01/26/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

1. I have visited the Moose-Wilson Corridor many times from 1963 to the present, and have had many wonderful experiences there. I value being able to drive through a portion of the park, unhurriedly, on a narrow, slow, quiet road through a variety of habitats with an abundance of wildlife. I value the access that the road provides to the park's backcountry in an area where mountains, lakes and river are in close proximity. I also value skiing on the road when and where it is closed to motorized traffic. Last but not least, I value the White Grass Ranch for its preservation of the park's and Jackson Hole's dude ranching history.

Topic Question 2:

2. I think that the most important issues affecting the Moose-Wilson Corridor are habitat and wildlife protection, the visitor experience, the location, character and purposes of the road, and the type and nature of other amenities that might be added, particularly pathways. Other important issues include traffic congestion, access to trailheads, White Grass, and the LSR Preserve, and compliance with the LSR Preserve donor's Conservation Easement.

Topic Question 3:

3. The National Park Service is directed to conserve park resources, and to provide for the enjoyment of those resources in such manner that will leave them unimpaired for the enjoyment of future generations. The conservation portion of this seemingly dual mission must take precedence for the mission to be sustained over time. This is also an underlying principle of NPS Management Policies. Consistent with the NPS mission, NPS Management Policies, and the park's purpose, I believe that the corridor's fundamental resources and values include its plant and animal life, diverse ecosystems, geological features, scenery, and cultural resources such as White Grass Ranch. Visitor use and enjoyment of the corridor is another important and long-standing value. However, it must be compatible with resource preservation. It should be complimentary of other visitor use opportunities in the park and not duplicate them. It has been unique for many years and should continue to be so.

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Topic Question 4:

4. I would like for the road to remain narrow, winding, slow and quiet. I would like for motor vehicles and bicycles to continue to share the road, and for it not to be widened for a bike lane or separate pathway, or for another clearing to be made for a separate pathway. To do so would completely change the character of the road and corridor, and the experience of most visitors. Excellent pathways already connect the park to Jackson, and extend to Jenny Lake. I enjoy bicycling and appreciate pathways where they are appropriate. They are not appropriate in the Moose-Wilson Corridor, and on the contrary would degrade park values. Thousands of trees would have to be cut and habitat would be destroyed. Human-wildlife encounters would be likely if a separate pathway were constructed, especially as grizzly bear use of the area increases. Constructing a pathway just to complete a loop with pathways south of the park is not sufficient reason to build one, and such a loop would serve a very small percentage of park visitors. I would like for some of the road to remain unpaved, because use will increase substantially if it is paved, as drivers interested in it primarily as a shorter, faster route will find it more attractive. I would like for the park to experiment with a variety of ways to manage traffic, seeking the best way to protect the corridor's values while accommodating public use.

Topic Question 5:

5. Grand Teton National Park already has more infrastructure and facility development for its size than most parks. More should not be added to this resource rich corner of the park.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 246**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/27/2014	Date Received: 01/27/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I enjoyed the serenity, but also appreciated the direct route to Moose.

Topic Question 2:
It is not only a scenic road, but it is also an important access road for many locals and visitors in the area.

Topic Question 5:
I feel that it would be logical to shut the road down to basic traffic and open it up to a shuttle bus system as well as providing a designated number of passes to local individuals that rely on the road as a means to get to their places of employment.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 247

Author Information

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/27/2014 Date Received: 01/27/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
rustic nature, closeness to nature, especially wildlife

Topic Question 2:
the pressure to make it like every other road in GTNP, which would take away that experience. Also pressure from special interest groups, ie pathway people, to make it for themselves exclusively at all costs. We have an opportunity to preserve this last piece of GTNP as the rustic corridor it has always been, and not succumb to the pathways and the big money behind it.

Topic Question 4:
This must remain rustic and true to character. The likes of Laurance Rockefeller and Struthers Burt would be screaming from their graves to know that this corridor was sold out to special interest groups, who would destroy hundreds of trees and habitat so the privileged could ride their bike without vehicle travel for those unable to do so. When the park service put in the very expensive (to build, staff and maintain) unnecessary kiosk at the south end, it became the biggest attractant for visitors to drive that road. Now the monster is created and we are trying to solve the problem created by that decision. I was originally opposed to the proposed one way traffic concept, but now realize that is the only way to preserve the nature of that corridor and it is our responsibility to be the voice of wildlife, not of special or selfish interests.
I use the M-W corridor to go back and forth to the park from Wilson at least 2 days a week in the summer. Yes it would be inconvenient for it to be one-way, but in the end, worth it to have it remain rustic with wildlife protected and be available for all to enjoy. The construction alone would be a nightmare for years, with the end result being something that will forever change and scar that landscape and experience. Make it one way going north with bike travel allowed one way as well, no two way bike travel.

Topic Question 5:

We already have a beautiful bike path to provide that experience from town into the park. we do not need to destroy habitat and the experience for others for yet another bike path into the park. Let's stop the madness, stop our selfish thinking about making it another special interest playground. The wildlife have no voice, we need to be one for them.

The county has no right to influence this road. The county needs to solve the traffic and population problems they created and put a bridge over the Snake River to the north to connect Teton Village with the airport and east side of the valley.

Comments: To summarize the above comments:

The county needs to stay out of this. It is not their road. They need to build the north bridge to relieve the traffic pressure from TV to the airport and east.

Make the current M-W road one way only going north for vehicles and bikes.

Make minimal improvements to the road. Do not pave the unpaved sections. It will keep the speedway under control.

Allow pull-outs already established in the swamp and willow habitat to the north, be slightly improved but with parking time limits.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 248**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/27/2014	Date Received: 01/27/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Please keep my contact information private

Dear Moose Wilson Planning Team:

First, thank you for the Request for Comments on Moose-Wilson Road Corridor. It is appropriate that the management plan be open for fresh comments given the changes taking place in the last few years: the presence of grizzly bear, the opening of LSR, and the increased traffic along the road. These planning concerns will only become more accentuated in the years to come. We need to plan for the long term, not just the next 3-5 years.

Second, thank you for the information provided in your Scoping Newsletter and the public forum at the hospital. Along with the written posters and maps, the NPS staff was very helpful. I trust my comments below are consequently better informed and more cogent due to your outreach efforts.

To introduce myself, I am a resident of Wilson, living just south of Rte 22. I am a professional botanist, educator, and natural resource planner in a previous career. I moved here almost three years ago and have been enjoying the park mostly from the south entrance. The Moose-Wilson Road corridor is very familiar to me. Furthermore, I have been visiting the park off and on for an additional 10 years and seen many changes. It is a fabulous park with many pressures!

Priority:

1. Grand Teton is a National Park, not purely a local treasure. The national interest of protecting the resource and providing appropriate visitor experiences for this unique area should trump all other planning and management considerations of town, county, and state.

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2.The park is not responsible for county transportation needs. Moose-Wilson Road should not be considered a commuter or local transportation corridor, but rather a unique corner of the park.

3.Traffic has to be reduced significantly along the NPS's portion of the Moose-Wilson Road to preserve the Park's natural resources and to provide for compatible, exemplary, visitor experiences.

4.Manage this section to preserve, even enhance, the unique concentration of natural habitats and wildlife movement in this part of the Greater Yellowstone Ecosystem, as outlined in the Scoping Newsletter under "Fundamental Resources and Values of Moose-Wilson Corridor."

5.Provide visitors with increased opportunities for contemplative and interpretive/educational experiences in keeping with the unique set of resources which are not available elsewhere in the park. This can be a model park experience. Emphasize the diversity and concentration of unusual habitats and associated wildlife observation opportunities. Manage as a peaceful, less busy, corner of the park. Offer an experience where visitors can hear the sounds, see the stars, and watch wild behavior with a sense of solitude, as generations have before.

6.Provide an intimate viewing experience-scenic and wildlife- -along a rural to wild road. Moose-Wilson Road winds through habitats which are literally touching the roadside: sage shrubland, aspen groves, spruce- fir forest, wetlands. This slow, narrow road with unpaved portions is different from all other GTNP roads in this respect. Provide energy-efficient, public transportation, including a shuttle service with interpretive guides, through this section in lieu of private passenger cars.

7.Do not build a separate bike path which promotes an unnecessary, primarily recreational, activity and whose construction is detrimental to the unique resources of this particular portion of the park. Bicyclists have many other choices.

Personally what I most value about my visits:

- Mosaic of habitats and associated wildlife: I enjoy seeing variety of plant species in different habitats and observing large and small mammal and bird species on any given hike. I like watching the behavior and interaction of all the species. I enjoy hiking from LSR and Granite Canyon Trail Head 3-4 times a month, especially when the trails are relatively quiet.

- Driving through varied, intimate habitat: I enjoy the rare times when I can drive down the M-W Road looking at wildlife, particularly in the early mornings and evenings in spring and fall. I enjoy periodically pulling over, getting out, and walking the road here and there, or stopping to watch a bird or moose from the window before moving along. However, these peaceful drives and road ambles have become rare because in recent summers and falls cars often charge around me going over 35 mph, or stop in the middle of the road ahead of me. The amount and type of traffic has become unpleasant and dangerous.

- I do not like driving the road at night due to fear of running into large animals, and so go down Spring Gulch Road instead.

More specifically, I marvel at:

- Seeing the wetlands green up in spring, color up in fall, and sitting quietly watching beaver and muskrat activity, breeding birds, as well as identifying unusual wetland plant species. Sandhill cranes often feed nearby. Nighthawks fly overhead on summer evenings.

- Stopping at the Sawmill Ponds viewpoint for wildlife. Many ducks and other wetland- dependant song birds utilize

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these wetlands. I enjoy botanizing around the parking area, including monitoring the unusual Bolander Yampah (*Perideridia bolanderi*) a species of concern (Shaw's Checklist, 1992). I explore along the river bench to the north for early spring turkey peas, sage buttercups, and yellowbells. I have observed Green-tail Towhees nesting and elk bugling near this point.

- Hiking from Death Canyon Trail or from LSR to Phelps Lake overlooks: Mixed habitat of meadows, avalanche chutes, giant Douglas fir trees are fascinating. I have also seen frequent bear and moose. The views of the lake are exceptionally tranquil with no boats or swimmers (except at diving rock). The view from the former lodge site northwest into Death Canyon epitomizes the hydrological connection of the mountains and melting snow, streaming down waterfalls into lake and creek flowing to the Snake River.

- Granite Canyon Trail head is a valued entry point for short or longer hikes. I love the aspens on the moraine underlain by a variety of wildflowers; the views east to Sleeping Indian; and the stream crossings where there are often Dippers and orchids. In contrast to the lodge pole forest, the canyon is open and varied and is where I experience pika, moose, and variety of birds. I can see the interface of igneous Granite Canyon with the sedimentary rock of Rendezvous to the south.

What I value about the Resource:

The "Fundamental Resources and Values" section of the "Scoping Newsletter" captures my values perfectly. My priorities are

1. Ecological Communities and Wildlife
2. Aquatic Resources
3. Natural Soundscapes and Acoustic Resources

But all are important and interrelated.

Thank you!

What I Want to See:

- The ecological communities and wildlife kept undisturbed with unimpeded connections. The wildlife species abundance, interactions, and movement needs to be sustained, even enhanced. To do so, the number of vehicles going down the road must be significantly reduced. Instead, provide visitors with a unique set of experiences in keeping with the natural resources.

1. Reduce abundance and speed of vehicles moving through the area. Below are my suggestions:

- a. Keep road narrow, windy, unpaved - these features slow traffic naturally.
- b. Have visitors park at Teton Village and at Park Visitor Center to pick up shuttles/tours.
- c. Provide energy-efficient, small shuttle buses/vans to historic, scenic, and trail head points, as well as stops for wildlife sightings.
- d. Allow only tour vehicles sponsored by the park and licensed private companies.
- e. Certify/train all drivers so that they know how to drive near wildlife, provide interpretation, and manage visitors in wildlife situations (e.g. bears and moose) so both wildlife and visitors are safe.
- f. Possibly close the road in evenings when wildlife is most likely moving around: open 7 a.m.-9 p.m. in summer or something similar. You have the data, I hope. Make allowances for special tours for late evening or early morning.

2. Continue to prohibit large buses, trucks, RVs.

3. Maintain M-W Road as an emergency access road. Make exceptions to use on a case-by-case basis, such as forest fires etc. and always available for emergency vehicles.

- Throughout the study area, prioritize opportunities for intimate, contemplative, and educational wildlife

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experiences:

1. Provide wildlife viewing opportunities for small groups (adding up to a large number) of interested public. Many species are highly visible here in their natural habitats. Provide appropriate pull-offs and viewing points which maximize viewing while providing minimal disturbance to wildlife.

a. Sawmill Ponds Overlook - Wetland habitat - Moose, waterfowl, elk, wetland birds.

b. Beaver ponds, and adjacent wetlands - Beaver, waterfowl, other wetland dependent birds, and Sandhill Cranes. Large animals coming down to drink and feed nearby.

c. Opportunity to hear elk bugling at White Grass Ranch, north end of M-W road, or wherever they are.

d. Safe opportunities to watch bears and moose grazing and moving. It is a wonderful thrill to see them, but people need to be managed for the safety of all.

e. Hiking/walking opportunities along existing trails through the different habitats, so visitors can gain an appreciation of the habitats and their associated birds and small mammals. Keep the visitor numbers down so hiking is not like the congestion to Hidden Falls or Inspiration Point.

f. Provide interpretive cultural tours for Murie, Whitegrass, and JY (LSR) that talk about our cultural connections to wildlife.

2. Maintain the diverse trail system. There are many remarkable trails for people of various interests and physical conditions to experience being on the land and with nature.

3. Continue to limit hiking from LSR (now done by parking lot size) in the spirit of Mr. Rockefeller's intent of providing a contemplative experience with nature. Emphasize a quality experience of quiet observation and solitude, essential to our human being.

a. The LSR visitor center is worthy of more visitation by those who may or may not hike from there.

b. Interpretive ranger programs are great. The LSR Visitor Center provides the entry to the experience bequeathed to the public by Mr. Rockefeller.

c. Maintain quiet lake viewing - Phelps Lake is beautifully tranquil because it does not have the disturbance of boats and many swimmers as is found at Leigh, String, Jenny, and Jackson Lakes. Prohibit floats/boats of any kind. Nowadays it is easier and easier to pack in various craft.

4. Determine user impacts on trails now and monitor changes of condition of trails themselves and, also, on the perceived hiker experience. If necessary to prevent overuse of trails, provide a limited number of special passes to trail heads: Death Canyon Trail and LSR. Don't let them become similar to Hidden Falls. This limitation is not a preferable option.

5. Keep Granite Canyon Trail head open but limit private/local parking. Same for Sawmill Ponds overlook. Keep unpaved. Do not make lots huge impersonal paved areas. Now people say hello to each other and share experiences. In large parking areas this friendliness and sharing is lost. Where necessary for overnight backpackers, provide parking permits.

• If closing the road to private vehicles is not feasible:

1. Make road one way, if only between Granite Canyon and LSR - This is the simplest solution to reducing amount of through traffic. My preference would be one-way from north to south, thereby, starting from the core of the park. Tour buses/shuttle vehicles could go both ways from both ends to encourage public transportation and educational experience.

2. Close the road to all vehicles when bear activity is high as is done now and also during active migration periods. Make sure bicycles are included in this closure. Alert drivers to closures further south on Moose-Wilson Road at Jct 22 and 290 and/or at Spring Gulch Road to reduce frustration and disappointment.

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3. Keep parking lots at LSR, Granite Canyon, Death Canyon at approximately the same size and unpaved. If necessary, require parking passes during peak times of the year. Again, not preferable.

4. Close M-W Road well before dusk at night and well after dusk in a.m., except for permitted tours. These are active wildlife movement times.

5. Definitely continue to keep it closed during winter months.

6. Enforce the speed limit at all times.

Change route of north section of road: From what was sketched out for me at the open house, I support the proposed alternative route for the northern section of the road. The new route would:

1. Protect and, in fact, enhance the resources:

- Reduces fragmentation by merging two parallel roads (main park road and M-W Road) to one road amidst an elk migration route at the very northern end.
- Preserves the hawthorns and other berry plants that the bears eat.
- Avoids significant wetland resources, and enables restoration of significant wetland edge and hydrology.
- Enhances the movement, foraging, and safety of the wildlife such as moose, beaver, elk. Wildlife can move safely and undisturbed from the uplands to the wetlands.

2. Limit the damage to natural habitat by aligning the new road along an old road bed in an already mostly disturbed area including an old air strip.

o Assure all travelers go through the park entry gate aiding compliance with the park rules, including paying entrance fees.

In addition, I would like to see:

1. Thorough botanical surveys along any proposed routes, pull outs, and parking lots.

2. A route with strategically placed and designed pullouts where people could observe wildlife, such as the beaver, along the way

3. No separate bikeway, for the reasons stated below.

4. User/Wildlife research (some you must already have?) to inform your decision:

• Conduct thorough surveys of human use:

o Road: motorized, bicycle, foot, other.

1) Traffic: commuters: park workers vs. other "through" workers; pass through drivers out-of-state and local visitors, bicyclists-local vs. park visitors; including how many and when throughout the day.

2) Bear/moose jams: location, density, frequency, etc.

3) Accidents/incidents-from fender benders to altercations etc. that make a visit unpleasant for all.

4) Parking lot capacity

O Trail use and impacts: backcountry, day use, boating, swimming, organized groups vs. individual etc.

• Wildlife effects:

1. Natural wildlife crossing and use patterns

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

2. Wildlife avoidance or other altered behavior along the corridor and side roads e.g. Death Canyon
3. Other well used locations and patterns throughout the area
4. Road kill? types, numbers, location; other dangerous encounters

Do not want to see a separate bike path.

1. A bike path is inappropriate and totally unnecessary for this area of the national park.
 - a. Bicycling is primarily a recreational activity, with little opportunity for the rider to appreciate the special nature of this section of the park. Bicyclists are usually going fast, watching the road- -not their surroundings. Also, they can too often come upon animals in startling situations. These encounters can be dangerous for all. What is safe about bicyclists encountering bears that are eating berries? As for families, it is irresponsible to expose children in back of bikes with bears around. Riders can choose not to take any given route, especially one that they perceive to be unsafe with cars or wildlife.
 - b. There are currently plenty of other opportunities for park visitors to enjoy the park by bicycle in scenic, safe, and less intimate habitats.
 - c. There is no park mandate to provide a "loop" for bicyclists. The park and county has already provided miles of other opportunities elsewhere.

2. A separate bike path will permanently degrade the natural resource by physically and behaviorally broadening the human transportation corridor and, therefore, significantly impact wildlife habitat and movement. M-W Road features different, more undulating, topography with closer vegetation and more wildlife than other areas where bike ways have been built. The terrain is essentially different than other locations of bikeways.

- a. Adds at least a 20-foot wide, disturbed and paved swath along an existing narrow, often dirt road. A wider, busy corridor creates a greater physical barrier to natural movement patterns of wildlife.
- b. A wider corridor adds to the behavioral barrier to wildlife. Wildlife perceives people who are fully exposed differently-more of a threat- - than people in cars. They also respond to quick sudden actions such as a bicycle coming around a bend. This innate perception of danger by wildlife alters the use of the borders of this extensive 7.7 mile human corridor. It affects this critical wildlife corridor and habitat.
- c. On tight bends with steep slopes, the path would have to diverge significantly from the route of the road, fragmenting the habitat with two human corridors.
- d. Construction causes permanent loss and degradation of habitat particularly as unlike other areas of the park, the vegetation is much more dense:
 - i. Requires elimination of trees and shrubs not only for the immediate paved area but for additional sight-lines for human safety. This would include the loss of dense hawthorns, cherries, and service berries which offer valuable food for wildlife over a 6-week period starting mid August into late September. Construction would reduce cover along the southern sections of the road, including removal of mature aspens and understory of shrubs and wildflowers. These plants are important habitat for a variety of nesting birds.
 - ii. Requires significant grading for the pathway, thereby altering the natural terrain: disruption of natural soils, rocks, and topography created by glaciers thousands of years ago.
 - iii. A separate bridge would be necessary over Lake Creek, a disturbance to this vital resource.
- e. Invites invasive exotics into these newly disturbed zones.

3. The creation of the pathway will reduce the scenic nature of the route, as well as the natural resources. It will diminish the intimate nature of the drive along the rural road for vehicle visitors. Vegetation will be cut back and pavement will reduce the natural scenery. The corridor will feel and look like a more managed area- -like the suburbs.

4. The bike path will be expensive with little return to the values of the park.
 - a. A new pathway will be expensive to design and build: millions of dollars. These dollars can be spent on other

projects to restore or enhance wildlife values and provide for visitor experience, not to degrade the natural resources of the national park and not to build a more exclusive experience primarily for physically able, most often local bicyclists.

b.The bike path would require regular maintenance: an ongoing operating cost in chronically tight annual budgets.

c.Private donors-I understand that significant private funding has been offered. Private special interests should not dictate park policies.

5.Any argument that bicycling will reduce our carbon footprint is specious.

a.Paving itself is highly energy consumptive.

b.Most bicyclists taking this route are going for recreational trips, not as commuters. These trips are unnecessary.

c.If the road is closed to private vehicles and energy-efficient public transport is added, the park will be reducing significantly the overall carbon foot print of visitors. In fact, we can make the visitor experience an example in sustainability.

6.If the above restrictions are made on private vehicles, with only shuttle/tour traffic, the roadway will be safer for bicyclists. No separate path would be necessary.

7.In any case, bike groups should be limited and permitted to reduce impacts to wildlife. All parking should be at designated south and north parking lots. The hours should be limited to well after dawn and well before dusk to avoid disturbing animals.

8.Bicyclists should use the road as would any other wheeled vehicle, including obeying speed limits and traffic flow patterns.

I have enjoyed visiting the Moose-Wilson Corridor on my own pursuits these past years. There is no doubt that the recommendations above would restrict such spontaneous visits; however, I think some limits, particularly on vehicle traffic and bicyclists, are necessary to protect the natural resources. In fact the park has an opportunity to offer unique and high quality experiences to greatly benefit future park visitors.

Thank you again for this opportunity to write my comments. I appreciate your consideration.

Sincerely,

■

P.S. This letter was also sent hard copy. I wish to keep my name private. Thank you.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 249**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/27/2014	Date Received: 01/27/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I enjoy driving through there several times per year to view the wildlife and see the country. I grew up in the valley and it is a tradition to drive there.

Our guests enjoy the experience of seeing that area. It takes very little time to drive through or we can enjoy a leisurely drive.

Topic Question 2:

Of course, the wildlife is very important, but there has been little change in their habits due to traffic. They are very accustomed to people viewing and taking pictures.

Topic Question 3:

The resources have also survived for many years with very little maintenance.

The road could be improved with minimal problem for the resources or wildlife.

Topic Question 4:

I would like to see improvement to sections of the road each year to maintain the ability to drive it as we have for many years. Improvement can be done gradually, starting with the most problem areas and maintaining travel during the summer.

Topic Question 5:

Please keep it available for us all to enjoy. I am a senior citizen with a family history in Jackson Hole since before Grand Teton Park began. Many of us cannot hike, bike or otherwise travel this area without maintenance of the road.

Comments: The general public needs to be kept informed and have a chance for comment as the project progresses.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 250**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/27/2014	Date Received: 01/27/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
the anticipation of wildlife sighting. The quietness of the road and area.

Topic Question 2:
not to spoil the atmosphere and cadence of slow drive. to preserve natural area and keep it on a small scale. Keep it unplowed for cross-country skiing from Granite parking lot all the way to Moose.

Topic Question 3:
yes in my comment

Topic Question 4:
There is a tremendous amount of growth going on in the Jackson area. Trying to keep natural as many area within the Park is my goal. The commercialization of the White Grass Ranch was a real blow. I was told there would be no permanent residence, but there is ! It is no longer a desired destination for a hike or ski. Shame.

Topic Question 5:
I hope there will never be commercialization of any kind on the Moose-Wilson Road. No business, no structures, no public toilets, at least not seen from the road. Save the little beaver, too !! Let the public drive to see the bears when they appear. That's what a Park is for. Hayden Valley in Yellowstone doesn't close the road when the bison are strolling along the road !

Comments: On the subject of the Moose-Wilson Road, these are the concerns that I think are important to be considered:

How many people do you propose are going to use the pathway from Teton Village to Moose? Is the interest enough to warrant forest degradation and more macadam within the Park ? Because there are many, more traditionally scenic pathways available, why pave over the forest, a wild area?

If the Park considers people driving in cars to be in enough peril from bears to close the road for several weeks why aren't people travelling by bike considered to be in the same or greater peril ?

Who will the pathway riders be ? Parents and children riding those miles from either Moose or Teton Village and back again ? People choosing bikes over cars to get to Moose or the Laurence Rockefeller Preserve for a hike? Racing bikers who require and desire long distances ?

If the path is going to be used by families with their children as well as speed bikers there is a concern for safety. There have been instances of close calls and accidents on the bike path between Teton Village and Wilson when these different class of rider share the path.

If the bike path is off a distance from the road, how will it be monitored for bears or other wildlife, possible danger to riders ?

If the bike path is put along the existing road it will require trees to be removed, not preserving but destroying, certainly altering, the wild area. How much interruption to natural habitat is acceptable ?

I think it is unreasonable to close the Moose-Wilson road to car traffic. Why close it to car traffic having just built a new entrance ? How many people, locals or tourists, will make the hike on foot from Teton Village to Moose and back ? There should be no restrictions on the use of the road as far as ones desired destination: Moose, the airport, Teton Village or Grand Teton National Park. A road is a road is a road !

I cannot be enthusiastic about the complete pathway from Granite entrance to Moose without hearing more about which and where existing wild areas will be destroyed or altered. The pathway will undoubtedly require enlarging the existing Granite parking lot. There is at present in Jackson a movement to spread macadam in order to make more and more places accessible. If biking is becoming the most popular summer activity and while it requires earth removal and tree removal and macadam, we will have to be very cautious, starting now, about what and how much we are willing to alter to enable this sport to grow in miles. Fortunately for the planet there are people who still enjoy hiking. Hiking doesn't require earth moving, tree removal or macadam (except in parking lots).

Consider putting the pathway from Teton Village to the Laurence Rockefeller Preserve along the existing dike. No further degradation in doing that. Dirt roads already exist from the dike to the Preserve.

I am not persuaded that enough people will use the entire length of the pathway from Teton Village to Moose to justify the changes and damage to the area.

Submitted by Jenny Fenton
P.O. Box 447
Teton Village, Wy 83025

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 251**

Author Information

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/27/2014 Date Received: 01/27/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I value the pristine nature and the ability to ride my bike along the road. I think that the Moose-Wilson corridor is a vital area for the people to experience what Grand Teton National Park has to offer. I think that it is essential that the public can continue to do this safely.

Topic Question 2:
I think the issue of stopped cars. The Moose-Wilson corridor should be expanded to allow for traffic in two directions and pedestrian/ bicycle traffic all to enjoy Grand Teton National Park safely. Pullouts should be installed to allow people to stop and get out of their cars.

Topic Question 3:
Nope

Topic Question 4:
I think that the slow speeds and winding of the road should be kept the same. In the future I would like to see it be safe for bicyclists and pedestrian traffic.

Topic Question 5:
If allowing for two lanes of traffic is not feasible. I think that the road should be closed to vehicles and only open to pedestrians and bicycles.

Comments: I value the pristine nature and the ability to ride my bike along the road. I think that the Moose-Wilson corridor is a vital area for the people to experience what Grand Teton National Park has to offer. I think that it is essential that the public can continue to do this safely. Turnouts should be added so that vehicles can stop and a

pedestrian/ bicycle lane should be included.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 252**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/28/2014	Date Received: 01/28/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

As perhaps the only private landowner on the north end of the Moose -Wilson Road, I value the beauty and wildlife of this corridor,and access to trailheads.

It speaks for itself; the long,winding,slow,road with chances to see elk,beaver,moose, black and grizzly bears,coyote and more; along with stunning views of the Snake and eastern valley mountains and access to trailheads that give entry to the Tetons.

From my cabin I see daily a herd of approximately 100 elk that travel from the western bench,across the road to the Snake in the evenings and back again in the early morn. I see approximately 12 moose who travel to and from the moose ponds to the Snake every day. Presently the moose do not need to cross the road. How many deaths will we see after a new road is built? Other wildlife seen: black bears,grizzly,deer,beaver,coyote and more.

Topic Question 2:

There is no doubt that since the south gate was built, hotels promoting this road to visitors, and private safari/wildlife expeditions,that there is an increase of travel on this road and congestion at peak times of the year. So heavy traffic is the problem on the existing narrow,winding road.

This is grizzly bear country,there should be concern for bikers,pedestrians and horses.

The most important issue is if we build a better road,opening this corridor to even more traffic,how will this affect the natural habitat and safety of the wildlife.

From my cabin I see daily a herd of approximately 100 elk that travel from the western bench,across the road to the Snake in the evenings and back again in the early morn. I see approximately 12 moose who travel to and from the moose ponds to the Snake every day. Presently the moose do not need to cross the road. How many deaths will we see after a new road is built? Other wildlife seen: black bears,grizzly,deer,beaver,coyote and more.

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Topic Question 3:

I think the NPS has done an excellent job describing the fundamental resources and values for the Moose Wilson corridor.

Topic Question 4:

Continue: the winding,narrow,slow road, in hopes that this will help protect the safety of the wildlife.

Few changes; ideally I'd like to see the road stay where it is, but with small parking areas created at trailheads and along the ponds ,with walking trails over to the scenic ponds OR shuttle buses running from the south gate or the visitor center to take people by the ponds, to their trailhead and to the Rockefeller Preserve.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 253**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/28/2014	Date Received: 01/28/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value the proximity to the Granite Canyon entrance of Grand Teton National Park and all that it represents - the potential for seeing wildlife, the feel of the winding forested country lane, the access to trailheads during our short and idyllic summer season, the access to the pathway to ride my bike to Jenny Lake and even to the highway to ride around what I call the Outer-Inner Loop (through Buffalo Valley to Moran to Jackson Lake back to Moose and home to Teton Village - 50 miles) or around Blacktail Butte (again, more wildlife and outstanding views of the Tetons). The Moose-Wilson corridor is an important, and entirely unique, section of our valley as the visitor gets to travel through the forest at the base of the mountains when the rest of our pathways and roads are in more open countryside. I feel it's the most beautiful place I've ever ridden my bicycle.

Topic Question 2:

Among the most important issues is the narrow width of the road and the problem this presents for pedestrians and cyclists. After traveling around the world, including as a visitor to Tarangire National Park in Tanzania, I've come to have a greater level of understanding for, and patience with, the visitor to the Moose-Wilson corridor who wants to pull off the road and have their once in a lifetime experience seeing a moose, or beaver, or bear. The fact that I'm there to enjoy a bike ride and I've seen these animals repeatedly during my 14 years here shouldn't distract from their ability to pull off the road safely to view them, nor should it threaten my ability to peacefully ride by bike by without choosing to stop or without fear of being struck by a vehicle. My children are now the ages when I could share this wonderful cycling experience with them, but until there is a pathway, or until they are old enough to have years of experience cycling among dangerous traffic situations, I'd prefer they don't ride on this road.

Topic Question 3:

If we are to encourage visits to our National Parks, we shouldn't diminish the various ways in which people choose to experience them. Thankfully, in this age of obesity as an epidemic, there are still people who like to get out of

their car to visit the natural world without a windshield to block it. In my opinion, its myopic to suggest that these 3.5 miles are in such need of protection that they are worth risking human safety, and the economic boon it could bring to the community, by connecting them to the Grand Loop of pathways. Some of us find a greater draw to cycling on a road where we might see a large ungulate. Or to even come across a road which has recently been closed because of a bear frequenting the area. These 'hazards' are the things that make Grand Teton National Park authentic in its proximity to the greatest contiguous ecosystem in the Lower 48 United States. Please, let's continue to protect the animals, while also protecting the pedestrians and cyclists and providing for a healthier viewing experience.

Topic Question 4:

I hope that the road remains open in both direction and that it never becomes one lane as that would be a major deterrent for individuals, for the economy, and for the park in general. I also hope that the alignment of the road remains as close as possible to the hillside as the forested ecosystem is a large part of the beauty and charm of traveling through it. I do believe that the road would benefit from having several pull-offs created, akin to the one immediately north of the beaver ponds, which could either be self-regulated (i.e when there are no more parking spaces then vehicles will be forced to continue through) or policed by park staff for the short periods each year that see high traffic volume (i.e. Yellowstone National Park does this when wildlife viewing creates a road hazard and it is only necessary mid-June through mid-Sept). Most importantly, the change that I'd like to see on the Moose-Wilson corridor is for the permanent installation of a paved bike path which connects to the existing pathways both in Moose and the Teton Village area.

Topic Question 5:

As a resident of Teton Village, I'd like to comment on the perception that many of the vehicles on the Moose-Wilson road through GTNP are headed to the airport because I personally believe this to be an un-truth, at least in an outbound direction to the airport. There was a time in the distant past where it was sometimes quicker, and always more scenic, to get to the airport via the Moose-Wilson road, however, in the past 10 years the road has become so heavily used by visitors who drive at a slow pace and stop frequently that its stressful to drive that way to the airport and certainly not quicker. From May through September we do have the choice to drive home from the airport through the Moose-Wilson corridor but as full-time residents the reality is that most of the time we choose to go through Jackson to stock up on groceries. The special moments when we do get to drive home the 'back-way', its the most wonderful welcome home that anyone can get. Just please don't be swayed that any large percentage of vehicles on the road are using it for the airport.

Comments: I'd like to close by stating what seems to me as obvious - should a pathway not be installed along the missing 3.5 miles of the Moose-Wilson corridor, the Park Service is making a choice to continue to put visitors and residents at risk of collisions similar to the ones that have already taken two lives of cyclists. Cyclists have a right to the road and as long as this is true, and I hope this right is never taken away, we will continue to use this most magnificent stretch of road so please help us to do it more safely.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 254**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/28/2014	Date Received: 01/28/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Adventure Cycling Association is a nonprofit with over 46,000 members that promotes bicycle travel through organized tours, mapped routes, the Adventure Cyclist magazine, gear sales and the development of a national public network of recognized bicycle travel routes, called the U.S. Bicycle Route System. We hear from our members about their bicycle travel experiences and also recently worked with the Institute for Tourism and Recreation Research to survey cyclists. According to the survey, touring cyclists most highly valued scenic views, historic sites, wildlife watching, and local hospitality. While this survey was conducted in Montana, the values expressed by the surveyed cyclists represent what cyclists across the country seek when traveling to places like Grand Teton National Park. Bicycle tourism is a growing sector of the tourism industry with substantial economic, environmental and health benefits, and we encourage the Park to consider cyclists' needs and preferences in the developing plans for the Moose-Wilson corridor.

Topic Question 2:

As a national bicycle nonprofit that provides routes, maps, and tours to help cyclists explore Grand Teton National Park, Adventure Cycling supports the development of a complete pathway along the Moose-Wilson corridor. A multi-use pathway would increase recreational opportunities and provide safe, non-motorized access to some of Grand Teton National Park's most stunning areas. Especially with increasing motorized use of the existing roadway, it is important to provide a separated path for non-motorized users to lessen potential for crashes or conflicts. However, of the existing and planned 30-mile loop of pathways, there is a 3.5-mile gap along the Moose-Wilson which disrupts the connectivity of the pathway system. This gap would require pedestrians, cyclists, and other users to leave the pathways and navigate along roadways in close proximity to drivers distracted by scenery and wildlife.

We have no concerns about human-wildlife interactions along the corridor, because cyclists are no different than any other trail user, and the potential for these interactions already exists on the Moose-Wilson corridor and other

pathways/trails in the Park. The Moose-Wilson road is already popular among cyclists and is included in the Adventure Cycling Great Divide Mountain Bike Route. National Park visitors know the benefits and risks of being in the National Park interface and we feel that completing the Moose-Wilson pathway will not adversely impact wildlife more than any other existing trail in the park.

Topic Question 3:

The Moose-Wilson corridor's ecological, scenic and cultural heritage should be preserved as a unique attraction for all visitors to enjoy. Providing a complete pathway system would allow residents and visitors of all ages and abilities safe, non-motorized access to enjoy the unique characteristics of this corridor. Cycling, walking, running, and other self-powered activities are quiet, low-impact modes of transportation that relieve congestion and reduce pollution, which would lessen disruptions to the wildlife and landscape of the Moose-Wilson corridor. In addition, people who visit an ecosystem by human powered means are typically more in tune with their natural surroundings. This fits the fundamental resources and values as stated in the newsletter.

Topic Question 4:

The Moose-Wilson has a lot to offer non-motorized visitors in terms of scenic landscapes, ecological and cultural heritage, and wildlife viewing opportunities. Adventure Cycling supports preserving the slow, rural character of the existing Moose-Wilson road while providing a complete pathway. The existing pathways are a highlight of the park for cyclists, and are incredibly successful both locally and nationally. They have achieved America's Great Outdoors award designation and are immensely important in providing recreational connectivity between the park and surrounding communities. However, the 3.5 mile gap along the Moose-Wilson would disrupt the connectivity of these pathways, so we support connecting this gap with a complete pathway along the corridor.

Topic Question 5:

Adventure Cycling Association promotes bicycle travel and tourism and has developed many resources to help cyclists explore National Parks. Adventure Cycling also has a Memorandum of Understanding with the National Park Service to allow partnership with park units on projects to develop bicycle tourism, establish U.S. Bicycle Routes, and make National Parks better places to bicycle. We support inclusion of the 3.5 mile section along the Moose-Wilson in the proposed pathway plans to provide a complete pathway from the Granite Entrance to Moose so that non-motorized visitors and locals can enjoy Grand Teton National Park. Thank you for your consideration.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 255**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/28/2014	Date Received: 01/28/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Living by the airport, this road is the only practical way to get to the music hall for programs, and also provides a secondary backup for working on the westbank when the snake river bridge is either closed or enduring construction. We love to walk to the river and up from Rockefeller center to Phelps Lake, sometimes via Death Canyon up to Phelps, Valley trail etc. We love to see the wildlife when driving down this road, and saw very sadly that it appeared the beaver dam was drained. We like to ride horses in the death canyon area where allowed

Topic Question 2:
Over the last two summers, traffic has been gridlocked due to animal siteings and commute. The pressure on this beautiful corridor is really a major problem.

Topic Question 4:
We like to get to the Visitors center (Rockefeller)and to the death canyon area from the North. However we would totally support an alternate route around the wetlands as a main road to the westbank, with vehicle access still preserved for Rockefeller Center and death canyon area. We do NOT support the road being only preserved for pedestrian and bicycles.

Topic Question 5:
none. Thank you

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 256**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/28/2014	Date Received: 01/28/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I visit the corridor to enjoy it for recreation: hiking, horseback riding, and XC skiing.

Topic Question 2:
Traffic can be terrible for wetlands, humans and animals. I think we need two-way traffic; I think we need the re-routing option as long as it still provides access to Death Canyon, Granite Canyon, and the Rockefeller Preserve.

Topic Question 4:
I would support continuation of two way traffic; an alternative route that spares the wetlands but still provides recreational access to horses, hikers, and skiers.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 257

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/25/2014	Date Received: 01/28/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter
Notes:	

Correspondence Text

Dear Planning Team:

I have been a full-time resident of Jackson Hole (Wilson, Wy.) since 1974. I am very familiar with the Moose-Wilson road because I spent every weekend at the home of my friends known as "The Bettys" who lived on an inholding just off the Moose-Wilson Rd.* It was about for ten years that I made that weekly visit.

My opinion is that the Moose-Wilson Rd. should be left mainly as it is. Users should be reminded that they should expect it to be experienced at very slow speeds with probable delays. The road is a treasure where one can often see wildlife - - especially moose, bears, beavers.

There has been talk of rerouting the northern portion of the road out across the sagebrush flats not far from the former site of the Betty's cabin.

Not a wise idea:

1. The snow drifts terribly across there and snow lasts there from late Fall until late Spring.
2. The road had been intentionally located to hug along the base of that western hillside. The Bettys told me many times that the beavers would dam up the creek but never flood the Moose-Wilson Rd.
3. If the northern portion is straightened and put out on the flats, that will encourage speed and impatience.
4. I believe the portion that went through what was originally Rockefeller property was intentionally made winding and twisty. Rockefeller wanted to have a slow speed roadway - - not unlike the roadway through the Rockefeller estate in Pocantico Hills in New York state.
5. Personally, I abhor the paved bicycle paths. I believe an old-fashioned trail is preferred by those on foot or horseback.

The bicycle lobby is very powerful but there are other of us less vocal.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Indeed, in 1968 I rode my horse and led another horse from Half Moon Ranch in Moose, along the Moose-Wilson road, to Trail Creek Ranch in Wilson, Wy.

I'll bet that there are trail riders in Jackson Hole today who would enjoy having a simple horse/hiking trail that would more or less parallel the Moose-Wilson Rd.

Very sincerely
Doris Platts

*The Bettys were Elizabeth Anderson, Betty Lemon, and Helene ("Betty") Wittmer. The Hartgraves, O'Briens, and the Barkers were nearby.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 258**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/29/2014	Date Received: 01/29/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
I value the wildlife and the experience of driving, walking, and skiing through an undisturbed natural area.

Topic Question 2:
I think wildlife needs to be 1st. That is what makes the area so special. I think the speeds should be kept slow and no asphalt added for a bike path or cars.

Topic Question 3:
The wild nature of the Moose-Wilson corridor needs to be protected. I would like to keep it that way by not allowing any major development of any roads or bike paths.

Topic Question 4:
The intimate nature of the area and the outstanding opportunities to view wildlife and experience nature and solitude are most important to me. I do not want to see the corridor changed in any significant way.

Topic Question 5:
Wildlife first. The bears as well as other wildlife are there and need their space. The park did not have an issue shutting down the river bottom area for the fall hunting period to protect the bears. The park should not hesitate to put the bears first again and keep the area unchanged.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 259**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/29/2014	Date Received: 01/29/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Being up close and personal with the park. It is a beautiful peaceful area.

Topic Question 2:
Large amount of traffic in both directions, the speed at which some drivers take on a very curvy, narrow road.

Topic Question 4:
I would like to see access to the corridor continue, but I would prefer to see it turn into a one way road with a designated bike lane. That way people in vehicles can enjoy it but also people who would like to walk, run or cycle. By making it a one way road you wouldn't have to widen it and it would make it safer.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 260

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/29/2014	Date Received: 01/29/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Value- Ability to experience the rustic, meandering scenic drive including the unpaved gravel section and the opportunity to see a wide variety of wildlife. It is such a unique and special experience unlike anywhere in Grand Teton or Yellowstone.

Topic Question 2:
There is too much traffic on the road now and increasing all the time. I believe the park needs to find methods to calm the use of the roadway. I believe making the road a one-way corridor inbound for automobiles and allowing cyclists on the existing corridor in either direction but on the existing road bed - similar to the one way southbound section between North and South Jenny Lake. I do not believe doing construction of a separated pathway is necessary and I believe it will directly hurt park wildlife. The construction phase alone, if similar to what occurred for the sections inside of the park, is way too much for the very fragile Moose-Wilson corridor and critical wildlife habitat. I despair at the thought of what the construction of a new separated pathway will do to that fragile section of Grand Teton National Park.

Topic Question 3:
The park's natural and cultural resources in the Moose-Wilson Corridor are superlative and fragile. They are also irreplaceable. Park wildlife have been increasingly pushed into pockets where they can find critical habitat they need to survive. The Moose-Wilson Corridor provides one of the last best areas of critical habitat for an abundance and a variety of wildlife. The resources and wildlife need to come first and need to be protected. The park was created to protect these resources. A new separated paved pathway would destroy this habitat in the construction phase and then for the long term with a greatly added and ever increasing human presence off the existing road corridor. Additionally there would be new and recurring and escalating costs associated with maintaining the pathway and also adding staff to help manage and respond to emergencies and wildlife - human incidents. The park is unable to

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

keep the primary Moose visitor center open year round (which serves hundreds of thousands of national and international public) due to reduced budgets. Adding a new physical structure (a pathway) will add more people, more workload, more maintenance and more costs to a park already unable to maintain its infrastructure with declining budgets. It is not a sustainable formula.

Topic Question 4:

I would like to see reduced traffic and NO more construction of paved pathways in this fragile portion of Grand Teton National Park. Let this section be primarily left as is but find ways to reduce vehicle traffic. A one way in-bound route(south to north full length of the roadway) for automobiles should be tried to see if it can achieve the calming effect. In theory it might reduce vehicle use by 50% while still allowing cyclists to use the existing roadway. This compromise would allow visitors to travel the corridor road in a vehicle, on a bike or via foot and horseback.

Topic Question 5:

Just say NO to more development and construction in the Moose-Wilson Corridor.

Enough already! There are ample paved pathways for those who want to cycle throughout the valley. Just because a powerful user group desires new paved pathways adjacent to Moose-Wilson road does not mean they have to be accommodated. Any user group might like to see an added amenity in the park for their personal use or financial gain. That is not what national parks are in existence for. The 2006 NPS Management Policies directed park managers to place protection of park resources ahead of desired human activities when a choice has to be made. There is both national law and policy to enable the park to carry out its national mission. Protect the natural and historic resources before allowing something to be built that will damage these same resources - most especially impact critical wildlife habitat.

Comments: Dear National Park Service,

I am grateful the NPS has opened up a new NEPA planning process to thoroughly evaluate in present times and under present conditions how the Moose-Wilson Corridor should be managed in the future. It has to be about the totality of this fragile area of Grand Teton National Park and the overriding mission of the National Park Service - Protect Park Resources. It must not be about the forced accommodation of one powerful well-funded user group forcing a separated paved pathway no matter the impacts to park resources, park wildlife, other park visitors or the forever costs to maintain and manage a new infrastructure when the park cannot afford to maintain its current infrastructure in declining budget times.

For many of us locals who know how the first set of paved separated pathways actually came about inside of Grand Teton National Park between Moose and South Jenny Lake - we won't stand silent this time and allow intense political pressure and back room deals to dictate some outcome preferred by those with enough money or political connections to use their power and connections to intimidate and force the outcome this group with a single focus desires.

This magnificent national park came about as a result of sacrifice by locals who ultimately understood a national park for all would be the best choice rather than a personal playground for those who would have preferred the land be for their personal benefit and personal financial gain. If it was up to some of the present day elected officials(local, state and national) and the well funded and organized pathway lobby, there simply would be no Grand Teton National Park. These folks do not put the greater good for all ahead of their desires to have their way at all costs or those elected officials who prefer to posture in the media spotlight for their political benefit. They can manipulate the public and the data as much as they want and have done so to drive their preference. But at the end of the day - if their intense pressure prevails and again FORCES thru a separated pathway in the Moose-Wilson Corridor - this park and the incomparable Moose-Wilson Corridor will be changed forever and the wildlife and the national and international visitors will be the losers forever.

I happen to be physically disabled and one of the last ways I can move outdoors is to road bike on gentle terrain. I bike often on side roads and the pathway between Jackson and Moose. While I would personally benefit from more paved pathways, I am against seeing new separated paved pathways be constructed in the Moose-Wilson Corridor.

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It's not about what I personally might want or directly benefit from - it's about the greater good for the park and its irreplaceable resources.

I appeal to national NPS and Interior officials to have the fortitude to stand up for protection of park resources and park wildlife rather than caving to political pressure engendered by well-funded lobbying.

Thank you.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 261**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/29/2014	Date Received: 01/29/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Access to the outdoors and opportunities for physical activity.

Topic Question 2:
Safe bicycle access.

Topic Question 4:
The recent trail connections have been excellent. I hope there is a continued commitment to bicycling and walking trails.

Comments: Dear Mr. Schneider,

Thank you for the opportunity to comment on the Moose-Wilson Corridor in Grand Teton National Park. The League of American Bicyclists and its members believe that there is no better way to experience the natural beauty of our National Parks than by bicycle. We urge you to provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

Connectivity is important to bicyclists - one dangerous stretch can be enough to prevent an entire journey. Grand Teton National Park should be proud of the existing pathway system. It is very popular with our members and has been a great success. Safe accommodations for bicyclists on the Moose-Wilson Corridor will enhance the entire path network.

All of this fits into the National Park Service Second Century Call to Action as bicycling is a tremendous way to connect people to parks. One of the goals of the Park Service is to "Expand the use of parks as places for healthy outdoor recreation that contributes to people's physical, mental, and social well-being." Encouraging safe bicycling is one of the simplest and most effective ways to achieve that goal.

In the interest of public safety and visitors' experiences in the park, we ask that you provide a complete pathway from the Granite Entrance to Moose.

Sincerely,

Darren Flusche
Policy Director, League of American Bicyclists

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 262**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/29/2014	Date Received: 01/29/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

As a summer resident who lives just south of Moran, most of my visits to the corridor are required as a transportation route to Teton Village several times a week. Additionally, I enjoy hiking in the area. During those visits I value most the wildlife often seen from the road.

Topic Question 2:

My foremost concern is that the road will be made a one-way north road. Not only will this negatively effect my family, but it will restrict access to park visitors from the north.

Topic Question 4:

I would like it to continue to be a two-way road. I also like its present location and object to spending funds to move it to the east.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 263**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/29/2014	Date Received: 01/29/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The natural beauty and access to hiking trails and a short drive from Teton Village to recreate in our park.

Topic Question 2:
People living on the West Bank must be able to use the road in order to access their Natural Park. Keeping the corridor open to 2 way traffic will reduce the amount of gas burned and pollution created by drivers going around through town on their way to the Moose gate.

Topic Question 4:
I strongly encourage continued 2 way use with a bypass around the beaver ponds so that wildlife will not be stressed. I'd rather not see the road made wider and bicyclists should be on a pathway and not the road.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 264**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/29/2014	Date Received: 01/29/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Quaintness, serenity,

Topic Question 2:
Too much traffic

Topic Question 4:
One way north to south

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 265**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/30/2014	Date Received: 01/30/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Peace and tranquility. Abundant scenery and a quiet atmosphere with the opportunity to see wildlife. Additionally, as a resident in the Wilson area, having the Moose-Wilson road available to reach the northern part of Grand Teton National park, through the summer and early fall is very convenient.

Topic Question 2:
Protecting the area habitat for wildlife including Moose, Elk, Deer, Black and Grizzly Bears and Wolves. The other issue in need of address is the ever increasing automobile traffic using this corridor. The traffic is negatively affecting the values that make this section of the Park so popular.

Topic Question 3:
Grand Teton National Park officials have correctly identified the unique values and resources that exist in the Moose-Wilson Corridor: scenery, ecological and aquatic resources, wildlife habitat and natural soundscapes. These values should be protected and allowed to flourish. These identified values should drive the future proposals for this corridor. Moving forward there must be a plan that limits the amount and types of human presence and travel in this area or the above values, which draw so many people to the corridor will continue to suffer and escalate.

Topic Question 4:
As a resident of Jackson Hole I often utilize the Moose-Wilson Corridor in a variety of ways, but recognize that it may be necessary to make changes that might limit how and when I can use the corridor. With ever-increasing tourism and growth in the valley some serious actions that may affect public use of the corridor may be necessary to consider:

- 1) Limit the road to the Death Canyon Trailhead on the north and LSR Preserve on the south with a horse-hiker only trail connecting the two roads.

- 2) Develop a shuttle bus service from Moose Visitor Center to the south entrance during summer and early fall (scheduled between hours of 8 am -5 pm). Allow public traffic before and after the 8 am -5 pm period seven days a week. Additionally, a shuttle service could also connect the Moose Visitor Center with the Jenny lake area to reduce overall traffic on these park roads. As a resident sometimes taking a drive from the Wilson area to Jenny lake, I would be more than happy to park at the south boundary and jump on a shuttle that I could take me all the way to Jenny lake and back, enjoying the scenery along the way.
- 3) Moose-Wilson road should open no earlier than May 15th and close no later than October 15th or even by October 1 to help protect the wildlife habitat.

Topic Question 5:

By offering a shuttle system on this road, tourist traffic could be substantially reduced and the shuttle could take people safely through the corridor between the Moose Visitor Center, LSR Preserve and the south boundary (where a suitable parking area could be developed). Another thought would be to offer an annual pass for local residents to purchase that would allow driving through the corridor, this might reduce some local short-cut travel and the funds could go to help pay for maintenance of the corridor road etc. Finally, I would suggest only allowing automobiles and or shuttle busses along the road. We do not need additional paved pathways for bicycles. This wild corridor where Moose and Grizzly bears are present is NOT an appropriate location for cyclists to be riding with limited visibility. This valley has enough bike paths. Grand Teton needs to put more effort in protecting the "wildness character" it still has and should not be turned into the "Central Park" of the Rockies. Pathways are appropriate in towns and cities but not in the limited wild areas left such as Grand Teton National Park represents.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 266**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
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Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

The focus of the Moose-Wilson Road in this week's local Newspaper was the potential interaction between bears and bicyclists. Many comments belittled the severity of bears interacting with bicyclists.

The potential for conflicts between bears and bicyclists on the Moose-Wilson Road, however, is real. Just last year, while one of our employees stopped to put on some pants over her bicycle shorts, a bear came up behind and startled her. She immediately got on her bike and rode off. The bear actually ran closely behind her and chased her for over a mile down the road until it finally went off on a side trail.

Our crew member did not feel she was in any immediate danger because she was able to keep ahead of the bear, but she was startled by the fact that a bear would actually chase her down the road for the length of a mile. There are rumors someone taped it on Utube.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 267**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/30/2014	Date Received: 01/30/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
It feel pristine, with clean air, wildlife, and the clam quiet nature of the area.

Topic Question 2:
Keeping it safe for wildlife to have space and quiet.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 268**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/30/2014	Date Received: 01/30/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 2:

Issues:

1. Maintaining remote, rural character of road. As part of this issue, or considered separately is the problem that on many summer afternoons the moose ponds become a parking lot. Cars stopped ON THE ROADWAY in both directions, usually with the engine running, while passengers abandon their vehicle and run out to take pictures. A PARKING LOT OF VEHICLES WITH ENGINES RUNNING IS NOT A RURAL ROAD. This behavior has been tolerated by GTNP for the 18 years that I've been living on the Moose-Wilson Road, and the dozen years that I drove the road reach the park most summer days to work as a guide.

2. Provide reasonable public access, TO ALL MEMBERS OF THE PUBLIC, NOT SOLELY TO AUTOMOBILES AND RVs. No one in right mind would ride a bike or hike along road. I would love to be able to ride and walk along a separated pathway.

Safety for all travelers: auto passengers, cyclist, pedestrians. The plan must include a separated pathway for hikers and cyclists. Please stop ignoring the risks to safety of cyclists and pedestrians. As an 18 year Teton County resident, 12 year worker in GTNP, and long time professional advocate for conservation, I would say without hesitation that GTNP ignores or dismisses the safety of pedestrians-cyclists.

3. GTNP and its biologists trivialize safety and use it to deny access or limit access to all but motor vehicles; for example, purporting to protect cyclists-hikers from encounters with grizzlies, which are almost unheard of, by forcing them to risks cars crashes, which are real and common-place. I am sure that hikers/cyclists will gladly take their chances with grizzlies rather than cars. The Park and its senior wildlife biologist have no credibility on this issue. Do you really think that the public believes that the reason you have resisted separate pathways, while seeing no problems building and enhancing roads (Jenny Lake Loop Road) or forcing bikes to compete against cars, RVs, and trucks, is that you are concerned about the safety of hikers/cyclists?

Topic Question 4:

Don't change character or use of Moose-Wilson Road. keep open, 2-way, rural road.

Topic Question 5:

Finality, closure, credibility, which ever term adequately connotes the need to decide this issue once and for all. The public has been asked to participate and comments repeated since 2006. Please finish it.

Finally on the issue of credibility, comments from GTNP, especially Steve Cain, indicate that this issue has already been decided against hikers/cyclists and a separated pathway. If this were a court of law, no one who has expressed publicly the views of Mr. Cain would not be allowed to participate in the process.

Comments: To summarize my basic beliefs:

1. Please don't change character or use of Moose-Wilson Road. keep open, 2-way, rural road.
2. That requires a separate pathway. I love running, hiking, skiing, and bike-riding in the park. Before pathway within park built, however, I would never ride on the park road. The road are dangerous. Once you build a road, the additional impact of bikes and pathway is trivial.
3. Do not allow stopping or parking on the roadway. The moose ponds require a walkway-pathway linked to a distant parking lot. That is the only way that visitors will not park on the roadway.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 269**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/30/2014	Date Received: 01/30/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The balance of meeting transportation needs, largely via a narrow, scenic, relatively quiet, road- --through a spectacular national park- --on to Moose, WY and other Park destinations.
The addition of a detached pathway would encourage my family and I to make this trip by bike- --or hike!

Topic Question 2:

The Moose-Wilson Road has been an important component to the valley's transportation for over 120 years. It has co-existed without significant harm to our area's environmental resources. Maintaining it, largely as it has, with the addition of some re-alignment- --as well as the addition of a detached pathway, for safety, are very important components.

Topic Question 4:

A two-way rural road with a detached pathway can markedly improve visitor safety while, at the same time, respect area wildlife.

Comments: It's important to recognize the historical significance of this rural road- --It has been, and should continue to be, a component to the valley's transportation- --One that can be in sync with Park Service values... namely environmental and visitor experience elements.
A rural, two-way road with a detached pathway can contribute to a vibrant and safe Park experience while, at the same time, protect critical wildlife.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 270**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/30/2014	Date Received: 01/30/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

January 30, 2014

WER 13319
National Park Service
Notice of Intent
Environmental Impact Statement
Moose-Wilson Corridor Comprehensive Management Plan
Grand Teton National Park, Wyoming

Superintendent's Office
Attention: Moose-Wilson EIS
National Park Service
PO Box Drawer 170
Moose, WY 83012-0170

Dear Sir/Madam:

The staff of the Wyoming Game and Fish Department has reviewed the Notice of Intent to prepare an Environmental Impact Statement for the Moose-Wilson Corridor Comprehensive Management Plan Grand Teton National Park, Wyoming. We offer the following comments for your consideration.

Terrestrial Considerations:

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

The 10,300-acre Moose-Wilson corridor contains diverse vegetation communities and wildlife habitat, including riparian (willow and cottonwood), mountain shrubs, sagebrush, aspen, and mixed conifer forests. The juxtaposition of diverse habitats at lower elevation explains the very high biodiversity of this corridor. It is designated elk, moose, and mule deer spring, summer, and fall range, as well as a migration corridor for all three species. In addition, the area provides elk parturition range and is designated as moose crucial winter range. The Conservation Research Center at Teton Science Schools recently documented GPS-collared mule deer migrating through this area to access their summer ranges near Static Peak (Riginos et al. 2013). The corridor also provides important natural food sources for black bears and grizzly bears; sightings of black bears are common in the area and grizzly bears are becoming more frequent. In addition, the northern portion of the corridor is within the Jackson sage-grouse core area. We recommend the NPS analyze how each proposed alternative in the forthcoming EIS would impact these wildlife and habitat resources.

One hundred and eighteen wildlife species, including 86 birds, 27 mammals, 4 amphibians, and 1 reptile have been documented in the corridor in the WGFD's Wildlife Observation System (Table 1). Many of these species are identified by the WGFD State Wildlife Action Plan (2010) as Species of Greatest Conservation Need (SGCN). We recommend that the NPS analyze how each proposed alternative would influence habitat connectivity, food availability, nest sites, and hiding cover for these species. We also recommend that the NPS analyze how wildlife currently moves through the corridor and how each alternative may impact wildlife movement.

It should be noted that any proposed surface disturbing activity associated with the EIS alternatives or Comprehensive Management Plan that falls within sage-grouse core area should comply with the State of Wyoming Greater Sage-Grouse Core Area Protection Executive Order 2011-5 process and stipulations for development. Evaluation of compliance with Executive Order 2011-5 should occur as a part of the EIS/planning process.

Aquatic Considerations:

The Moose-Wilson Corridor provides an important access to fishermen. Maintaining angling opportunities within the Moose-Wilson corridor is an important consideration during the EIS development.

Thank you for the opportunity to comment. We look forward to continuing to participate in the development of the EIS and Comprehensive Management Plan as needed. If you have any questions or concerns, please contact Alyson Courtemanch, Jackson Wildlife Biologist, at (307) 733-2321 ext. 227; Doug Brimeyer, Jackson/Pinedale Wildlife Management Coordinator, at (307) 733-2321 ext. 230; or Rob Gipson, Jackson Region Fisheries Supervisor, at (307) 733-2321 ext. 226.

Sincerely,

Mark Konishi
Deputy Director

MK/mf/gb

cc: USFWS
Aly Courtemanch - WGFD, Jackson Region
Doug Brimeyer - WGFD, Jackson Region
Rob Gipson - WGFD, Jackson Region

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Tim Fuchs - WGFD, Jackson Region
Scott Smith - WGFD, Cheyenne

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Correspondence: 271**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/30/2014	Date Received: 01/30/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

We own a home near the border of GTNP by Teton Village and value the ease of access to the park. We are regular hikers to Phelps Lake and around Death Canyon.

Topic Question 2:

I hope to insure the Moose Wilson corridor does not become a one way road. This would greatly limit access and frankly usage of GTNP by a great many people. While there are some who would argue this is a 'good' outcome, I believe the true beauty of our National Parks rests in their access to the public.

Topic Question 3:

No

Topic Question 4:

As I previously mentioned, I feel the corridor needs to maintain 2 way traffic. Without this access, a typical visitor to Phelps Lake would need to add an additional 45 minutes of travel time on one end of their journey through the park.

I would also like to see a bike path, either with dedicated access on the existing roadway or a separate path. The merits of a complete bike beltway loop, accessing the park, Jackson and the village, are quite compelling!

Topic Question 5:

Please keep up the great work!

Comments:

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 272**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/31/2014	Date Received: 01/31/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

We have made over 25 trips to Jackson and Grand Teton National Park over the past 20 years and find the Moose-Wilson corridor one of our most enjoyable. We have enjoyed horseback ricing and hiking, visiting the new Laurance Rockefeller Preserve and historic dude ranches all while soaking up the beauty and wildlife of this area. It is off the beaten path of most visitors who are making a quick trip to the park. The crowds are less and once you are off the highway, the wildlife is spectacular - moose, bear, herds of elk, bald eagles, badgers and many other animals have crossed our paths particularly while horseback riding.

Topic Question 2:

Development of the Moose-Wilson corridor must be done thoughtfully as it is one of the more accessible yet remote areas of the park. It takes some dedication to hike around or ride to Phelps Lake. Granite Canyon and Death Canyon are less crowded and it is important not to turn all of the park into the crowded easy access of Jenny Lake which is spectacular yet so crowded.

Topic Question 4:

I would hope the history of the area as a home to historic dude ranches would be preserved and that the area as one suitable for horseback riding would be maintained. I am concerned about discussion for a bicycle path as it would lead to destruction of many trees as a wide corridor would be paved and the bicycles are not well received by wildlife.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 273**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/31/2014	Date Received: 01/31/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Transportation and access to the Death and Granite Trailheads. Moose Wilson is a historic and valuable vehicular traffic route. The trailheads in the area are the primary access points for Granite, Open and Death Canyons.

Topic Question 2:
The most important issue is maintaining and improving Moose-Wilson Rd. for motor vehicular traffic and maintaining and improving access to the trailheads.

Less important is adding a bicycle pathway.

Topic Question 3:
I think they are being over-emphasized and ignore the real issue which is maintaining and improving motor vehicle access.

Topic Question 4:
I hope that motor vehicle travel will be maintained and improved. I support straightening the corridor, paving the road and raising the speed limit.

Topic Question 5:
The scope of this plan should include looking at eliminating Moose-Wilson Rd. entirely (north of LSR) and instead building a new road along the southern boundary of the park to connect with a bridge and public road on the east side of the river that ultimately connects with Highway 89 near the airport.

Comments:

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 274**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/01/2014	Date Received: 02/01/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Wildlife habitat, low density use, LSR

Topic Question 2:
Teton County's attempt to push county use/transportation issues onto the Park to address. I totally agree with Pete Jorgensen's accurate historic description...

"In 1992 the county's three commissioners signed a county Transportation Master Plan Map that described Moose-Wilson Road's "functional classification" as an "off-system road." Another map titled "roadway jurisdiction" describes Moose-Wilson as a "Department of Interior Road." There are other options involving use of private lands and imminent domain if absolutely necessary.

An engineer who authored the county's 1992 transportation-system maps said the county should leave the park out of transportation problems it created.

"The reason I'm so [opposed to] destroying park values to widen that road is because it would [be to] accommodate the traffic impacts of development on private land," Jorgensen Engineering founder Pete Jorgensen said. "I don't think we ought to be imposing that traffic on that road ... if there are other options."

NPS must re-address the issues related with the Grizzly Bear management designations as bear use has substantially increased within the corridor since initial classification.

Bicyclist safety is a red herring. Two cases in the history of the road? Guess we need to consider controlling all backcountry ski routes for avalanches since more people are killed engaging in skiing activities.

If we are going to be totally honest, we should also look at those promoting expanding the corridor and the personal gains and protections that are really behind their motivations.

Topic Question 4:

Adaptive management should still be considered to address changing conditions including wildlife use, seasonal uses, private lands access, etc.

Force the issue to consider alternative access for a loop road via snake river ranch and private lands.

Road should not be improved in any way to increase use. Current use is somewhat self limiting due to current road conditions. In fact, add some more pot holes and washboard :)

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 275**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/01/2014	Date Received: 02/01/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Quietness, serenity and beauty of drive; unexpected nature of area-never knowing what wildlife you will see

Topic Question 2:
Maintaining the pristine quality of the area amidst the growth of Teton Village facility; speed on the road which presents danger to wildlife corridor

Topic Question 3:
This seems addressed well in the newsletter.

Topic Question 4:
Maintain the pristine nature of the drive and its natural beauty; continue opportunities for visitors to experience the area; changes-controlling speed on the road but I don't know how. This seems crucial.

Topic Question 5:
None at this time

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 276**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/01/2014	Date Received: 02/01/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
the road is narrow and requires slow travel - very rustic -prefer this to very wide roadway clearing

Topic Question 2:
don't over develop it

Topic Question 3:
keep it rustic

Topic Question 4:
keep it rustic - slow travel

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 277**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/01/2014	Date Received: 02/01/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Scenic drive away from the hustle of Highway 191

Topic Question 2:
How to retain the scenic drive, control congestion (wildlife jams). Eliminate the option to further impact the Snake River Bench by moving the road eastward

Topic Question 3:
Allowing the road alignment to remain in place creates a road that forces drivers to maintain reasonable speeds. On many occasions I have observed Moose, Black and Grizzly Bears, Wolves, Elk and Deer in the sagebrush flat east of the current road alignment, lets preserve this valuable wildlife rich area and contain the human transportation linear alignment where it is currently located

Topic Question 4:
If there was any way to adjust the amount of volume of traffic at peak travel times this would enhance the experience for most all travelers

Topic Question 5:
I have watched GRTE push a lot of big projects over the past decade, some very worthwhile (ex. bikepaths) some very questionable (new VC in floodplain and poor design from a sustainability standpoint). The park was set aside to protect this area from mass construction, let us remind ourselves of this premise and plan accordingly

Comments: Thank you for allowing the public to engage in this important subject.

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 278

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/01/2014	Date Received: 02/01/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The unique characteristics of the road and the variety of habitats found within the small area of the corridor. The rest of the roads in GRTE are wide and drive through large expanses of land. On the other-hand, the Moose-Wilson road winds through narrows, tree-lined stretches and takes you through a variety of habitats and views that you cannot find in other areas of the park. Scenic driving is one way that many people see our nation's National Park and the Moose-Wilson road provides a scenic driving experience that cannot be duplicated anywhere else.

Topic Question 2:

The volume of traffic on the road, the speeds at which people drive, and the impacts caused by people when they park along the edges of the Moose-Wilson road.

Topic Question 3:

I believe that the ecological communities (wildlife, aquatic systems, etc.) and quality visitor experiences(including soundscape and the opportunities to hear natural sound) are being threatened by the level of use and visitor behaviors occurring within the corridor. All resources and values found in the Moose-Wilson corridor are important but as the road is managed now, I do not see any threats to cultural resources or to geological processes.

Topic Question 4:

I would like the narrow, winding nature of the road to continue into the future. I would also like the unique visitor experiences and the natural soundscapes to be protected. I would love for the road to become safer and a more peaceful location for wildlife and visitors that use the corridor.

In terms of changes, I would make the road closed to two-way traffic and make the road one-way only. I believe that only allowing traffic (with the exception of emergency vehicles) to travel in one direction would increase safety on

the road for vehicles and bicycles. I do not believe that a bike path should be constructed on the road. I feel this would take away from the rustic nature of the road and change it's character. I sympathize with the biking community and believe that they have a right to recreate on the Moose-Wilson road. However, it is my belief that making the road only opened to one-way traffic would allow for space for a bike lane within the already existing road. The park can decide which direction is best for the one-way traffic.

Finally, I would love to see better enforcement of road-side parking. I understand that many of these impacts are caused my people trying to view wildlife, but the damage to vegetation along the Moose-Wilson road is an eye-sore and takes away from the characteristics of the road. I believe the park could at the very least begin using interpretative messaging in the newspaper or at the visitor's center to make people aware that their cars can also "leave a trace" on the park.

Topic Question 5:

I appreciate the efforts of the park service in this planning process and thank you for taking the time to read my comments.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 279**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/01/2014	Date Received: 02/01/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Access to hiking/cross-country skiing spots such as Death Canyon trailhead and Rockefeller Reserve. Seeing wildlife.

Topic Question 2:

Too much traffic is affecting the enjoyment of the road for all. The level of traffic is affecting the wildlife in numerous ways, especially around the Moose ponds. this corridor is unpleasant and dangerous to hike or bike along due the traffic. The road is in a state of decline, especially around the Moose Ponds, and any remedial work will surely damage the rural, even 'wilderness' nature of the area.

Topic Question 3:

I do not believe the road is a part of the county transportation infrastructure and nor should it be. It should not be upgraded in a way which will allow it to become a viable through route for traffic essentially heading somewhere else.

Topic Question 4:

It is essential to retain the rural, "dirt", nature of the road and the lands which surround it. Nothing should be done which will allow higher speeds at any point. It is appropriate for the road to require a park pass in both directions to emphasis the above points. Winter access from the north should be maintained to Death Canyon trailhead. It would be a disaster for the ecology and environment to allow winter access for the whole length of the road.

Topic Question 5:

There is a serious 'through traffic' problem especially as a result of the population growth and vacation

accommodation on the Village Road. However all these people and businesses developed in full knowledge of the nature of the Moose-Wilson Road and cannot now say they want more access. particularly spurious is access to the airport - the correct answer to that is surely to build a bridge from the village to Sage Brush. Cyclist and hikers do have a legitimate complaint at present but I do not support another paved pathway - whatever is said they are really only used and suitable for road bikes and not for hikers, cross-country skiers etc. An unpaved public footpath perhaps with bike access which followed a parallel route might be an alternative. I and my wife do bike the bike-paths but we do not find them to be a particularly rewarding experience except as means to get quickly from A to B - exactly what we do not want in a National Park. The bike lobby is being a bit of a bully towards the rest of the community. The current bike paths are even less multi-functional than the dirt road network and certainly do not encourage hiking.

Comments: I think the above is enough from one person,
Edwin McAuley

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 280**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/01/2014	Date Received: 02/01/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I value the scenic beauty of the area and the opportunity to see wildlife.

Topic Question 2:
The Moose-Wilson is a valuable resource for wildlife and is enjoyed by the general public as a transportation corridor between Moose and Teton Village.

Topic Question 3:
Grand Teton should maintain the current alignment of the road and not cause further damage to the area by moving the road. Wildlife would be impacted by undertaking a major realignment project.

Topic Question 4:
I hope that the current alignment is maintained but the traffic is managed so that everyone can enjoy the visual beauty and the wildlife visible on the road. I do not support one way traffic as there are several trailheads that utilize the Moose-Wilson Corridor. I do support widening the current road since the current narrow spots can barely manage 2 vehicles abreast. I do not support realignment of the 2.5 miles on the northern end of the corridor. The shared pathways is a good idea but not at the expense of a major re-alignment.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 281**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/02/2014	Date Received: 02/02/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I enjoy the feeling of a country road that meanders through the woods. My first trip down this road, we saw three moose, which were incredible to view so close to the road. The experience is something that is so very different from the two lanes roads with speeds up to 50-60 mph in the rest of Grand Teton, the Moose-Wilson Road is slower paced, more relaxing. It forces you to slow down and appreciate your surroundings.

Topic Question 2:

The biggest issue in, my opinion, is protecting the fragile resources located in the corridor, since that is at the core of the mission of the National Park Service. There are numerous archaeological sites within the Moose-Wilson corridor, and the NPS should protect those valuable and fragile resources to the best of their ability. Those archaeological resources are rare, not found in other areas of the park. Yet, in order to preserve these sites, the NPS cannot advertise their presence because in order to protect them, they must be guarded and their location restricted due to the continue theft of archaeological artifacts. That's how fragile these rare sites are; they can be simply picked up by looters and removed entirely from the landscape, all evidence removed leaving nothing behind. Yet these are important footprints of Native American Indians and the presence of these sites record the presence of Native Americans on this landscape. It is up to the NPS to preserve, protect and retain the historical integrity of these sites. We fight to protect historic structures because they capture a unique time-frame in our history, which adds to our knowledge of place and provides us with concrete examples of historical context. We should also fight to protect our archaeological resources for the same historical context.

Topic Question 3:

According to the purpose of Grand Teton, one of the fundamental resources are the cultural resources of the park. If one of the fundamental resources are archaeological resources, and protecting its cultural resources is written into the purpose statement of the park, it seems as though no plan regarding changing the Moose-Wilson road would

include the destruction of archaeological sites. To be clear, by making the determination that a pathway to increase human use takes precedent over a unique cultural resource, the park will be acting contrary to their purpose.

Topic Question 4:

I hope that the remote feeling of the Moose-Wilson road remains intact, and we protect the habitat and migration paths of the wildlife in the corridor. I would hate to see the roadway expanded, which will create higher speeds and more traffic, causing an increase in deaths to wildlife due to motor vehicles. I don't believe a bike path is a good idea. Increasing human presence in a fragile wildlife corridor is inviting more human wildlife conflict, which seems to always end badly for the wildlife. As park managers, you are tasked with balancing access and use with conservation and preservation. We created national parks to preserve our national scenic beauty, and to ensure that wildlife are able to continue on with their natural cycles with little human involvement. The park is not here to ensure the economic viability of Teton County, or to increase the miles of bike paths for a small portion of users/visitors.

Topic Question 5:

I would hope that as the NPS you are not beholden to small interest groups that have a vested interest in changing the landscape to meet their needs. This is a national park, that is here for everyone to enjoy, not just those in the Teton Valley. It is your job to ensure the decisions made are in the best interest of the park and the resources in the park.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 282**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/02/2014	Date Received: 02/02/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The scenery and maybe I'll see an animal. Access to trailheads.

Topic Question 2:
Saving the wetlands and do minor changes to the road.

Topic Question 4:
Keep the area as it is, no changes.

Topic Question 5:
NO BIKE TRAIL! That will ruin the experience.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 283**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/02/2014	Date Received: 02/02/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Access to Death and Granite canyons, Phelps Lake. I hike, backpack and camp in those areas.

Topic Question 2:
The road is too small for the volume of traffic. Too many cars - - local traffic along with tourists looking for wildlife. Protecting park resources should be the top priority. The corridor is important habitat.

Topic Question 3:
The road should not be widened. Teton County should look elsewhere to deal with the impacts of increased traffic and more development at Teton Village.

I am a cyclist and user of pathways, but I'd hate to see more trees felled and pavement built to accommodate a separate path through this corridor.

Topic Question 4:
I could envision the road being closed to vehicles, save for shuttles to Rockefeller Preserve and trailheads. Or closed to vehicles south of Rockefeller Preserve altogether. That way the existing road could serve as a pathway for bicycle and pedestrian access.

I'd like to see the quiet, rural character of the road maintained. It should not become a major byway to Moose from Teton Village.

Topic Question 5:
Please think creatively as you envision the future of this corridor, especially in regard to limiting vehicles and

providing safe passage for nonmotorized users. Thanks for your consideration.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 284

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/02/2014	Date Received: 02/02/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I use the road mostly in the winter for cross country skiing. And occasionally we will go to the Death Canyon trailhead, but with all the summer traffic that is our least preferred option. It's a circus on that road anymore.

Topic Question 2:

The number one issue on the road is Tourist Traffic looking for wildlife. If all of the cars on the road were only driving to/from the Village side or going to Death/Granite trailheads, and not wanting drive 5 mph looking for animals it would be fine. But it is absolutely ridiculous having tourists "cruising" for moose and then stopping to take pictures when the road is barely wide enough for two cars to begin with. If nothing else, put up signs all up and down the road telling people that they can't stop in the road. No Stopping For Photographs! And it would also help if the rangers in the visitor center would stop telling all the tourists that the best and easiest place to see moose is on that road. You are causing a traffic jam by not training seasonal employees better.

Topic Question 4:

I am in full support of the road being re-routed to the other side of the visitor entrance station so that the road is not free for people without a park pass. We get an annual park pass every year and I think it is only fair that the road only be used by those also with a park pass. Part of the reason that the Death trailhead is so busy is because it is the only place to hike into the park with a pass. Re-route the road, and maybe make a little more money because people will have to get a pass.

Topic Question 5:

I am also a big fan of road biking, especially on the bike path from town to the Park. I am torn on whether a bike path on the MW road would be beneficial. Yes, it would be nice. But I am also concerned for the wildlife who won't hear the bikers coming. To be honest, I would pick wildlife first. There are plenty of places to bike, and the areas for

the animals are dwindling. Don't be pressured by the pathways folks unless it can be proven that interactions with wildlife would not be an issue.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 285**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/02/2014	Date Received: 02/02/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Access to trails.

Topic Question 2:
Too many tourists driving too slow looking for wildlife and pulling over anywhere they want blocking traffic.

Topic Question 4:
Please keep it a two-way road.

Topic Question 5:
The Problem: Too many tourists driving too slow looking for wildlife and pulling over anywhere they want blocking traffic.

The Solutions, in order of importance:

1 - The main current issue with the road is the large amount of traffic and it's impact on the resources. However, GTNP employees continue to suggest the Moose-Wilson road to visitors. When asked "where is the best place to see moose", far too many park employees answer with the Moose-Wilson road. Some even give the same answer when asked where to find a bear. Please, please, pretty please with a cherry on top... ask employees NOT to immediately send people to the Moose-Wilson road. The Snake River crossing is a much better location to send people to. Not only are moose more present there, but visitors can walk from the Visitor Center without getting back in their cars and without negatively impacting the Moose-Wilson road, one of the most important resource areas in the front-country of the park. This alone could greatly reduce the problem.

2 - Do not allow parking along the Moose Wilson road except in designated areas (of which there are few). It is infuriating when traffic is blocked by cars parked wherever they want and park employees are there and they are doing nothing about it. This should not be allowed, period.

3 - If #1 and #2 above are not enough to address the problem and only after trying them first, the road could also be re-routed to intersect after the entrance gate on the north side. This would reduce traffic visiting the park without passing the gate. Additional booths would be needed, especially on busy days as lines can already get long. The road can obviously easily be re-routed to accomplish this. Again, this should only be done if #1 and #2 are not enough.

3 - Pathways - I have always been a huge pathway supporter. Thank you to GTNP for the pathways already in the park. We use and greatly enjoy the path from Town to Jenny Lake (and yes, I do this legally as I always keep an annual park pass). This is a great community asset. Completing the path to Jackson Dam and then South to the Moose entrance would be great. However, I am not sure if a pathway along the Moose-Wilson road makes sense. I do not agree with changing to one-way traffic to include a bike lane. Maybe if the path could be made away from the current road alignment in less sensitive areas, then maybe it would make sense.

Note to Pathways (because I know you will read these) - I am no longer a huge supporter of Pathways. You have done great work, but you are now starting to advocate for paths in areas that do not immediately seem to make sense. The paths that have been built to date are great, but I am not sure that this one really makes sense.

Comments: Overall comment - I love GTNP so please do not take this next comment to mean that I do not love the park and all the work you do. But let's face it, the Moose-Corridor road has become a problem because park employees have made it a problem by suggesting this area to everyone who asks for a good place to see moose, a good place to see bears or a flat place for an easy hike. Fix this problem with your employees and the road will improve dramatically. Please, please take this easy fix first. Thank You!

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 286**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/02/2014	Date Received: 02/02/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The opportunity to see wildlife.

Topic Question 2:
Although many people worry about the increase in traffic and the dust raised by cars, I am not one of them. Cars *should* travel slowly through the corridor; that stretch of road should not be construed as a short cut. Instead it is an entrance to a stunning national park; it is a chance to see wildlife. Motorists should understand the corridor as a different kind of driving experience, quite unlike traveling on highways. Perhaps some notice to that effect could be posted or distributed at the entrance.

Topic Question 4:
I fully favor keeping the road narrow, winding and unpaved. I support the idea of rearranging the northern entrance so that motorists have to officially enter the Park at the Moose end of the corridor.

Topic Question 5:
My opinions spring from my long-term summer residency on the Granite Canyon side of the Poker Flats loop. I have been a landowner there since 1959.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 287

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I most value the rural character of the road and the abundant opportunities to see wildlife and scenic vistas. I typically visit Moose- Wilson Road at least one time a week in the summer and fall on my bicycle. Safe access for cyclists and for people walking to view wildlife is very important to me. As an experienced cyclist, I feel fairly comfortable on the road, but I would love to be able to travel it safely with my children one day. I feel strongly that two way access is very important.

Topic Question 2:

I suggest the issues on Moose-Wilson Road should be addressed in the following manner:
Two way traffic, moving slowly, should be maintained so that all visitors can access the park.
The rural character of the road should be maintained: this will keep the growth of traffic on the road under control and provide a fantastic experience for visitors. Keeping the road rural will help to calm traffic and keep the speed at a pace where wildlife are safe and people can view nature.
Adding a pathway to the rural road will improve safety and increase opportunities for people to interact with Grand Teton National Park in a different way. It will allow children and handicapped the opportunity to travel the road. The pathways should be the entire length, from the Lawrence Rockefeller Center to the Granite Entrance North. GTNP Staff should progressively address transportation issues with the very interested in cooperating communities surrounding GTNP.
Managing the purpose of visits and encouraging alternative use (cycling, walking, horseback riding) should be a priority to keep vehicle traffic at a minimum. Implementing a START bus route should also be considered. It has seen much success in other National Parks.
Wildlife concerns should be met with a management focus, not by excluding visitors from experiencing wildlife.

Topic Question 3:

The history and access of Moose-Wilson Road should be respected.

Add a pathway for the safety of visitors!!

Topic Question 4:

Maintain historic access, add a pathway, use management techniques to allow wildlife to thrive.

Topic Question 5:

Narrow the scope of this EIS to the road corridor itself and focus on the 7 miles. Also reduce cost to taxpayers and GTNP by tie ring off the 2007 FEIS GTNP Transportation Plan!

Comments: I support a complete pathway along the Moose - Wilson corridor and that the slow rural character of the existing road should be maintained while providing safe access for all users!

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 288**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Scenery and a break from travel with RV's and trailers.

Topic Question 2:
Road improvements vs wildlife habitat

Topic Question 3:
I believe the resources can be better preserved with less auto traffic .

Topic Question 4:
Close it to autos and open it only to non motorized travel

Comments: The corridor is a natural location for a non motorized travel path. It would complete a loop of pathways from the West Bank through town and points north in Grand Teton Park that would be unique in it's extent and grandeur.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 289**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Forest/natural habitat, wildlife, quiet, public access, trails, human activity directed into certain areas-routes so our impact is limited and predictable.

Topic Question 2:
Too much vehicle traffic and often times it's too fast/reckless. It's not safe nor enjoyable for human foot/bicycle travel or wildlife. There needs to be a separated, paved pathway for foot travel and bicycles- -connect the existing pathway near the park entrance near Teton Village to the existing Moose pathway. The road should remain curvy and narrow, along with additional traffic calming featured added.

Topic Question 3:
I know the road has historically been two-way traffic and a connector route, but if a shuttle bus system isn't used, at least serious traffic calming features need to be employed for the sake of wildlife safety and quality of experience for the pathway users.

Topic Question 4:
Maintain public access and add a separated, paved pathway the entire length of the road to connect to the existing pathways on either end.

Topic Question 5:
Narrow the scope of this EIS to the road corridor itself, 7 miles of roadway.

Shorten the time and reduce high cost of the EIS by tiering it off of the 2007 FEIS GTNP Transportation plan.

Comments:

Dear Sir/Madam,

Concerning the Moose-Wilson Road:

I love the wildlife and native habitats of Jackson Hole and Grand Teton Park, so my priority is preserving and restoring habitat for wildlife. However, I'm aware that I love the wildlife and habitat there because I've experienced the area, and importantly, experienced it in an unobtrusive way.

So, I would like to see the Moose-Wilson Road add a separated paved pathway for pedestrians and bicyclists to have an experience safe from the abundant vehicles traveling that road. Local residents understand that area is heavily used by large mammals and so bear spray and other necessary precautions are employed. Signs could educate tourists to use those precautions for the safety of the wildlife and themselves while using the pathway.

The heavy traffic isn't safe or pleasant for me, so it's definitely not good for the wildlife living there. I think the road should maintain its narrow, curvy character with a reduction of vehicle use. Perhaps use regularly scheduled shuttle buses running both directions, with a park and ride area at each end of the road. As far as bus service, there may be an opportunity to explore collaborating with Teton County to use their existing Start Bus infrastructure for shuttle buses.

That road should only be used for enjoying the environment and wildlife, not for traffic wanting a short-cut to/from the Park. I understand the current route of the road interferes with some of the wet-land habitat, so those portions should be re-routed using the same narrow, curvy character.

Thank you.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 290**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Wildlife, views, plant life and the undeveloped feeling when away from the road. I treasure the times during the off seasons when the numbers of people are less so that you can experience the sounds of nature verses the busy traffic that one can hear within 1/2 plus from the road. When hiking the "Preserve area" I like the limitations on the number of people that can visit at a time. This allows a higher quality experience.

Topic Question 2:

Protecting and managing the resources (wildlife, scenery, vegetation, aquatic, history, soundscapes). An important focus to strive for would be to improve the visitor experience so that future generations can enjoy the corridor as many of us have enjoyed in the 1970's and 1980's. The Rockefeller Preserve is a great example of this!

Topic Question 4:

I feel that the number of humans and their many impacts need to be limited. I would like to see only daytime road access as I find that much of the wildlife moves at night. The amount of traffic and the speed at which a majority of cars travel is inconsistent with the peaceful environment I expect when visiting the corridor. I would like to see the current road used only for bus transit and a pathway - strictly open during daylight hours. Park and ride areas would need to be located at a few locations. I do not want to see the road re-located or expanded except to provide for the park and ride. I would keep the winter access as it is now. I do not feel the impacts so much during the winter. The road needs ongoing monitoring and management as more use occurs in the future.

Topic Question 5:

Thank you for considering my comments!

Comments:

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 291**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I am constantly reminded of how lucky we are that Rockefeller had the vision to protect that area.

Topic Question 2:
SAFETY!!!! BOTH IN A CAR AND ESPECIALLY IF YOU TRY AND BIKE THE ROAD.

Topic Question 3:
The Moose Wilson corridor should be available for all types of transportation, especially bikes. For this to happen, there must be a dedicated bike path that would connect with the Teton Village bike path and the new path to Jenny Lake. It would not only make the road safer by 1,000%, ut it would create a world-class amenity for the 3,000,000 visitors who visit Grand Teton and Jackson Hole every year.

Topic Question 4:
Bike Paths!!! Pave the road and make it safer!

Topic Question 5:
SEE ABOVE.

STEP UP TO THE PLATE, NPS. DO THE RIGHT THING BEFORE PEOPLE DIE ON THE MOOSE WILSON CORRIDOR BECAUSE OF YOUR INACTION.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 292**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

- Access to an incredible part of the park - Rockefeller Preserve, Death Canyon, Granite Canyon.
- Access from both directions
- Viewing wildlife along the road
- The slow, winding road which sets a nice pace for entering the park.
- Cycling through the incredible corridor plus being able to ride from Wilson to Jenny Lake

Topic Question 2:

- Providing access to the public from Moose to the Granite Entrance by one's choice of transportation - walking, cycling, auto or shuttle bus.
- Protecting wildlife
- Encouraging visitors to get out of their cars and see the park by foot and bicycle
- Safety along the road - it's currently not safe for cyclists as many people drive too fast, some drive slowly but are looking around for wildlife and are distracted. Need to build a separated pathway for cyclists and pedestrians.
- Build the already approved pathway from the Granite Entrance to Laurance S. Rockefeller Preserve and extend that on through to Moose
- Add some pullouts along the road to encourage people to get out of their cars and use the pathway for a walk.
- Traffic Calming - The narrow and winding nature of the road helps to some degree with traffic calming but additional traffic calming structures should be built to force people to drive slower. If enough traffic calming is added, those who are now using the road as a shortcut from the park to Wilson & Teton Village, may find it too cumbersome to do so.
- Consider adding a free shuttle service between Moose & the Granite Entrance to further reduce traffic.

Topic Question 3:

The fundamental resources need to be protected but that can be achieved with specific measures like traffic calming devices that would likely deter use of the road as a daily commute or shortcut.

Topic Question 4:

Access to hiking trails along the corridor and cycling through the corridor needs to be continued.

Safety along the road - it's currently not safe for cyclists as many people drive too fast, some drive slowly but are looking around for wildlife and are distracted. Need to build a separated pathway for cyclists and pedestrians.

Traffic Calming - The narrow and winding nature of the road helps to some degree with traffic calming but specific traffic calming structures should be built to force people to drive slower. If enough traffic calming is added, those who are now using the road as a shortcut from the park to Wilson & Teton Village, may find it too cumbersome to do so.

Topic Question 5:

I encourage you to build a complete pathway along the Moose-Wilson Road for pedestrians and cyclists. I also think you should keep the narrow winding nature of the road but also pave it for easier maintenance and add traffic calming devices such as speed humps or dips to force vehicles to drive slower and thereby avoid using it as a shortcut from the Village to Moose.

Comments: I encourage you to build a complete pathway along the Moose-Wilson Road for pedestrians and cyclists. I also think you should keep the narrow winding nature of the road but also pave it for easier maintenance and add traffic calming devices such as speed humps or dips to force vehicles to drive slower and thereby avoid using it as a shortcut from the Village to Moose.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 293**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I have enjoyed the corridor for more than 40 years. It is a beautiful drive and with some intelligent planning it could be made safer and a much better experience for cars, bikes and pedestrians. It is also a very important historical link in the transportation system of Jackson Hole

Topic Question 2:

The road needs to be improved to provide for a separate bike path. It also needs to be brought up to standards that are acceptable for the increased traffic loads without being made so attractive that it attracts more through traffic

Topic Question 3:

The values are there for the public that pays for this resource. The road should be maintained for the public to use and enjoy, both vehicles and bikes.

Topic Question 4:

Complete the bike path system by connecting the village to Moose

Topic Question 5:

It took two fatalities on bicycles to prod the NPS to put in bike paths. Please do not have another fatality before you complete this important connection. The bike paths in the park are a wildly popular amenity. Please do the right thing before someone is killed.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 294

[Redacted]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/03/2014 Date Received: 02/03/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Letter delivered by hand to Grand Teton National Park and sent via email to Daniel Noon, Chief of Planning.

Correspondence Text

February 3, 2014

Acting Superintendent Kevin Schneider
Grand Teton National Park
PO Drawer 170
Moose, WY 83012

Subject: Moose-Wilson Corridor Scoping Comments

Dear Acting Superintendent Schneider:

Park visitors from throughout the country and the world highly value Grand Teton National Park's Moose-Wilson Corridor for the slow paced and intimate experience it provides and its associated exceptional wildlife viewing opportunities. It is one of the premier rustic road corridors within the entire National Park System, and is one of the most sensitive to change. The Corridor is also a gateway to the park's wilderness, as well as an immersion in the rich span of habitat types that attract the wide range of wildlife within the park to this narrow and sensitive corridor. The scenery along the road corridor and from its trails is unlike any other within the park or the National Park System. The park's scoping newsletter accurately captures the fundamental values of the Moose-Wilson Corridor. All of these values should continue into the future under any management scenario considered within the NEPA document.

First and foremost, Grand Teton is a National Park, and has the same federal laws, regulations and policies as Yellowstone, Yosemite, Grand Canyon and all other national parks that were set

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

aside for all Americans. Designation as a national park carries with it the highest level of resource protection according to NPS law and policy (2006 NPS Management Policy 1.4 Park Management). These laws, regulations and policies must be considered in light of any proposal for a new or expanded use, whether it is increased traffic volumes or bicycling on a separated pathway.

The Organic Act, which established both the National Park Service and the National Park System, has as its fundamental purpose the mandate to conserve park resources and values. It is not a dual mission, as is commonly purported, e.g. that parks must balance preservation with enjoyment. In fact, per NPS Management Policy 1.4.3, "Congress.... has provided that when there is a conflict between conserving resources and values and providing for enjoyment of them, conservation is to be predominant. This is how the courts have consistently interpreted the Organic Act." Thus, a park manager is not required to provide for all forms of enjoyment or use in all locations. This is further reinforced in NPS Management Policy 1.5, "Not all uses are appropriate....and what is appropriate may vary from one park to another and from one location to another within a park." This is important context when considering either an expanded roadway, and/or a separated pathway along Moose-Wilson Road as part of this NEPA document.

In addition, of significant concern is the increasing residential and commercial development pressure immediately adjacent and south of the park boundary along WY390. In its plan and alternatives development, the park should differentiate how to manage access for park visitors who want to experience the Moose-Wilson Corridor as a destination in and of itself, versus those who wish to access non-park destinations, such as the airport, as well as others who use Moose-Wilson Road as a by-pass or commuter route.

The Moose-Wilson Road should first and foremost be maintained as a national park road, and not be permitted to evolve into a county transportation corridor, nor become a localized recreation-focused corridor for a single user group. Grand Teton is neither a state nor a county park. Park management needs to be ever mindful of the sensitive and nationally significant habitats that are encompassed within the Moose-Wilson Corridor.

1. Purpose and need

The purpose and need section of the EIS should articulate the rationale as to why a multi-use pathway through the Moose-Wilson Corridor's critical national park habitat needs to occur within the boundaries of Grand Teton National Park (NPS Management Policies 1.4.2, 1.4.5). Since there is already an existing separated pathway to the park from town, please detail why a redundant pathway is needed in this location, other than to complete a bicycle loop. Bike paths should be provided where they have minimal impacts on national park resources, such as the pathway between Moose and South Jenny lake developed areas, which is located in open sage habitat. The Moose-Wilson Corridor is a wildlife-rich area with multiple iconic species confined to a narrow, protected and heavily vegetated corridor, located between the base of the mountain range and a riparian area. This is the only location in the park that possesses this combination of habitats in this close proximity.

Bicyclists currently use the Moose-Wilson Road, sharing it with vehicles due to slow vehicle speeds. Approximately two bicyclist injuries on Moose-Wilson have been reported to park dispatch during the last 11 years, one as a result of a bicyclist hitting a parked vehicle, and

another involving a bicyclist hitting a rock. The park should focus on improving the bike friendly nature of the road while also reducing the volume of vehicles, and rely on park-sponsored transit and other means of adaptively managing the vehicle flow to allow vehicles and bikes to share the current road surface.

The park needs to define how a bike path use fits within the mission or management objectives of the NPS or of Grand Teton National Park in the specific location of the Moose-Wilson Corridor. Per guidance within the NPS Management Policies, a national park is not required to provide access for any and all uses (or everywhere) only those that are found to be compatible and appropriate to resource preservation. Specifically, per NPS Management Policy 1.4.7.1 "Park managers must not allow uses that would cause unacceptable impacts; they must evaluate existing or proposed uses and determine whether the associated impacts on park resources and values are acceptable."

Finally, park's decision should be based first and foremost on the protection of the spectrum of conservation values, not on an individual and localized demand for additional recreation opportunities. The park decision should be grounded in resource preservation goals, and not a special interest group's desire for a recreational amenity it wishes to impose on a national park, nor on a local jurisdiction's desire to use a park road as a redundant transportation corridor to support county-generated impacts.

2. Impact topics

Great care should be exercised in evaluating proposed changes to the Moose-Wilson Corridor within the context of NPS Management Policies, including but not limited to 1.4.7, 1.4.7.1 and 1.5. Please provide detailed analysis of a separated pathway as an appropriate use within the Moose-Wilson Corridor, per NPS Management Policy 1.5 Appropriate Use of the Parks, as well as policy 1.4.7 Decision-Making Requirements to Identify and Avoid Impairments.

The impact of a separated bike path proposal and the increasing volumes of vehicles on the corridor should be distinctly and separately addressed. Once built, the separated bike path would result in irreversible consequences. A more measured approach would be to improve bike access on the existing roadway, while also reducing vehicle use and congestion.

With regard to vehicle volumes, the rate of increase (an estimated 2% per year per WYDOT) is unsustainable given that the current amount of vehicle use exceeds roadway capacity during the busy summer months. Frequent vehicle jams, congestion and conflicts between user groups occur during July, August and into the Fall, depending on berry season and wildlife activity. Doing nothing is not a viable option with regard to vehicle congestion. Since the WYDOT projection is only an estimate and not based on actual buildout numbers south of the park's boundary, the park should contract with an independent entity to provide credible traffic projections regarding what the near and long term motorized traffic will be on the Moose-Wilson Road. This needs to be quantified independently of the county and the state, and include both existing and projected development buildout along WY 390. Long term, growth of 2% per year may be a gross underestimate.

An estimated 2% of current park visitors along the corridor are bicyclists: the impacts of building a separated bike path would result in a devastating change to the corridor and its national park values, all for the benefit of an individual user group. Constructing a separated pathway along

the entire corridor would introduce a fundamentally new and expanded use, and do so in what is essentially a backcountry environment.

If a separated pathway is constructed, the potential for grizzly bear and human conflict is high within the Moose-Wilson Corridor, as well as moose and human conflicts, creating very real public safety concerns. This was underscored in both the 2005 Transportation Plan Draft EIS and in a number of comment letters submitted on that plan by state and federal grizzly bear biologists and wildlife managers. With bicyclists moving more quickly and more quietly than hikers, the potential for unintended wildlife encounters is high. The park's management objectives regarding grizzly bears was referenced in the park's prior transportation planning process, and the need to adhere to these management objectives is even more critical with distribution of grizzly bears to the south end of the park on the Moose-Wilson Road now commonplace. The public safety implications should not be minimized and should be thoroughly analyzed.

The park should integrate grizzly bear conflict data and research by Dr. Stephen Herrero, and other research regarding bicycle use in Canadian national parks which are of similar habitat. The park should also analyze the range of management actions taken by Parks Canada to reduce human and bear conflict, i.e. bike trail closures during berry season, e.g. Banff National Park.

There is the potential that with increased bicycling use on a separated pathway, and more dispersed use, there would likely be an increase in food rewards. This could lead to more bears being destroyed as a result of necessary management actions should they encounter food rewards (a fed bear is a dead bear). The park should include a statement regarding incidental take of grizzly bears as part of the NEPA process.

Given the level of controversy associated with potential impacts on grizzly bears, the park should convene an independent panel of grizzly bear scientists to assist in evaluating potential effects of road widening, increased traffic and related effects that a separated bicycle path would have on both bear behavior, population levels, potential for human/bear conflict, as well as impacts on well known grizzly bears, e.g. grizzly bears 399 and 610, whose family groups have frequented the corridor in the last several years. Female bears 399's and 610's preferred choice of habitat is in close proximity to roadways. Should bicycling occur on a separated pathway, the public safety issue could be further exacerbated by the amount of tree cover and reduced sight lines throughout the Moose-Wilson Corridor.

The park needs to analyze habitat fragmentation as a result of a potentially widened roadway and separated pathway, and the resultant loss of cover due to the projected removal of 7,000 trees along the route (per analysis in the prior Transportation Plan). This and other possible habitat changes should be analyzed in regard to impacts on declining moose populations, wolves that are known to den in the area, Canada lynx suitable habitat, wolverine, black bears and grizzly bears, as well as elk movement and migration.

The park should address increased road noise effects on bird nesting as well as nest relocation away from the pathway alignment (as evidenced in the park's earlier resource studies related to pre and post pathway construction of phase 1). In addition, loss of cover is critical to all wildlife species, especially to moose, and is likely related to their overall population decline in the region.

Because of the potential for tree removal and vegetation clearing due to road widening and/or a separated bike path - and the related potential increased vehicle and bicycle use - impacts on both visual resources and on visitor experience should be thoroughly described. This should include visual simulations of an expanded road/path corridor and vegetative clearing and associated impacts on visitor experience. Per the prior Transportation Plan, a separate pathway along Moose-Wilson Road would more than double the cleared area, from the existing 18 feet in width for the current roadway, up to approximately 40 feet wide of vegetation and tree clearing necessary for both the road and a separated bike path. This would be a significant impact on the rural, slow paced and intimate experience - for both bicyclists and vehicles - that is currently experienced.

In addition, since one of the primary reasons visitors come to Grand Teton National Park is for world-class wildlife viewing, the park needs to thoroughly analyze the potential for wildlife displacement (increased distancing of wildlife from the edge of pathway, as evidenced in the pronghorn study completed as part of the 2007 plan implementation), and analyze effects on wildlife viewing enjoyment for visitors along the Moose-Wilson Corridor. This topic involves all species and needs to be articulated clearly and definitively, and represents a potential significant impact to wildlife viewing within the Corridor.

Per the August 6, 2012 NPS bicycle regulation final rule (FR Doc. 2012-16466), the park superintendent "must complete a written determination stating that the addition of bicycle use.....is consistent with the protection of the park area's natural, scenic and aesthetic values, safety considerations and management objectives, and will not disturb wildlife or park resources." This finding must also have the Regional Director's written approval of the superintendent's determination. Given the impact topics noted above - natural sounds, fragmentation of habitat, loss of secure habitat for grizzly bears, wildlife displacement, and public safety concerns (increased potential for human/wildlife conflict especially involving moose and grizzly bears) - it may be very difficult for park management to make this finding within this sensitive Corridor.

Should a separated pathway be constructed or the road modified or widened through the LSR Preserve, the park needs to analyze the impacts on the Preserve, specifically related to the content of the donor's intent and the property's Conservation Easement. Constructing a pathway or widening of the road, and the related clearing of trees and vegetation, could potentially be inconsistent with the Conservation Easement which was conveyed with the property's title to the Federal government in 2007. The Conservation Easement is a legally binding document, and was part of the extensive conditions accepted by the Secretary of the Interior when the donation was accepted. Compromising the Conservation Easement could also adversely affect the relationship between the park and Jackson Hole Preserve, Inc., the private non-profit that holds both the Conservation Easement and the LSR endowment. Any conflict between JHPI and the park could impact more than just the LSR, since JHPI maintains significant involvement in many park issues. For example, JHPI also holds the reverter clause on a large portion of John D. Rockefeller, Jr.'s original 33,000 acre donation, and has remained engaged in the state lands issue, the airport (which includes parcels subject to the reverter clause), and many others. Any and all impacts to the LSR Preserve should be thoroughly analyzed, especially in light of the donor's intent and the Federal government's obligations to the donor and to JHPI.

Further, the entire low impact and intimate visitor experience intended by Laurance S. Rockefeller within the LSR Preserve may also likely be adversely affected due to the introduction of a separated pathway. By illustration, the control method for the visitor experience that currently occurs within the LSR Preserve is due to the limiting factor of the 50 car parking lot size. With the introduction of a separated bike path, and potentially an increase in visitation within the Corridor as a destination for bicycling, that control method could be defeated. Such a change could result in use of the LSR as a bicycling trailhead. This could also lead to increased off-pathway bicycling use within the LSR, as well as on other popular hiking and horse back riding trails within the Corridor. Since its dedication in 2008, the LSR has become the core experience within the Moose-Wilson Corridor. Instead of compromising this experience, the LSR Preserve's values of a low impact, intimate experience with park resources should instead radiate throughout the entire Corridor. Potential impacts to the LSR preserve visitor experience, and related potential impacts noted above, should be analyzed within the NEPA document.

Another important impact topic is the potential for bikes accessing the backcountry hiking and horse trails and/or potentially going completely off-trail, and associated impacts on proposed and/or recommended wilderness. This is important given that the park is experiencing dramatically reduced budgets, and has less of a law enforcement capability than in 2002, well before the transfer of the LSR to the NPS in 2007. (It is important to note that when the donation was accepted in late 2007, the NPS committed to a high level of additional operational responsibilities for the LSR Preserve's management). The Corridor includes proposed and recommended wilderness within it and immediately to the west of the roadway. Given the amount of user created trails in the area, off-trail bicycle use could further undermine wilderness values in the southern portion of the park.

The park should address current pathway system operational costs within its boundary, and the projected additional costs to the park with the development of a pathway along Moose-Wilson Road. The park has not received any operating increases to support the new responsibilities of pathways (14.5 miles since 2008) thus rendering them unfunded mandates given severely limited NPS operating dollars. Maintenance includes re-stripping, paving and seasonal maintenance and repair. Patrols by law enforcement rangers do not occur due to severely limited operating funds.

Social science - particularly articulating why local, national and international park visitors highly value the current intimate experience along the Moose-Wilson Corridor - should be addressed and thoroughly defined, so that the values that all park visitors currently hold for the existing Moose-Wilson Corridor continue into the future.

Since the current Moose-Wilson Road is National Register eligible, please analyze the impacts of road widening, addition of a separated pathway, and any additional vegetation clearing required for either of those alternatives.

Finally, great care and attention needs to be invested in the NEPA document regarding indicators and standards tied to desired future conditions that will be employed to assure that the quality of the national park experience within the Moose-Wilson Corridor be maintained into the future. A similar approach was employed during the preparation of the Denali National Park Road Final Vehicle Management Plan and EIS. These could include but not be limited to: indicators and standards limiting the number of vehicles on the park road; numbers of vehicles

stopped at the same location to view wildlife; wildlife movement and road crossing frequency and time of day; night time traffic levels; and effectiveness of transit over time. In addition, the park needs to employ comprehensive monitoring strategies to ensure that traffic levels do not negatively impact natural resources or visitor experience.

3. Alternatives to be analyzed

Please outline and analyze alternative routing for resolving vehicle and transit needs outside of the park boundary for non-park dependent uses, e.g. accessing the airport from the West Bank of the Snake River during the summer season. Using the Moose-Wilson Corridor as a bypass for county residents, particularly for those residing on the West Bank of the Snake River, to access the airport, is not compatible with national park values, and should be resolved wholly within Teton County and outside of the park boundary.

As stated in the 2012 Town and County's Comprehensive Plan, under the heading "Responsible Growth Management"

"Policy 3.5.b Strive not to export impacts to other jurisdictions in the region.

The Town and county will remain conscious of the impacts of all land use decisions on the greater region and ecosystem. It is not the goal of the community to overextend our resources or jurisdiction into adjacent communities or State and Federally managed lands. The Town and County will work with neighboring jurisdictions and State and Federal agencies to develop common goals related to growth, work toward solutions, and identify resources that can benefit all parties. We will lead by example through planning that considers the entire region. "

Further, the Town and County's plan states as part of its Vision,

"The Greater Yellowstone Ecosystem - the largest intact ecosystem in the lower 48 states - transcends the physical boundaries of Jackson and Teton County. Accordingly, our Vision states that preserving and protecting the area's ecosystem is the core of our community character. Therefore, Ecosystem Stewardship is a Common Value of Community Character in and of itself. However, wildlife, natural and scenic resources, open space, and climate are also integral to our Growth Management and Quality of Life Common Values. The quality of this ecosystem has attracted numerous visitors throughout the years and is the primary reason many residents live here; our Quality of Life depends on many factors, but the primary factor is the continued health and vitality of the ecosystem in which we live."

The use of the Moose-Wilson Corridor as a county transportation corridor is inconsistent with the above noted principles contained within Jackson's and Teton County's own comprehensive plan. This is exacerbated by the fact that, within the last decade, the County has approved increased development density in the vicinity of Teton Village, which will result in more vehicle traffic being generated and impacting the Moose-Wilson Road within the park boundary. The park has consistently expressed concern to Teton County regarding their approval of increasing density and development to the south of the park boundary, and specifically referenced potential impacts on the Moose-Wilson Road.

In light of the County and Town's expressed commitment to not export their impacts to public lands, and the fact that Teton County is a cooperating agency in the NEPA effort, a stand alone alternative should be analyzed in this NEPA effort that provides both county-related vehicle and bike access solutions wholly within the jurisdiction of Teton County and outside of the park boundary. This alternative analysis could also include bike path improvements and increased

vehicle access along Spring Gulch Road as well as construction of a North Bridge to provide alternative vehicle and bicycle access between Teton Village and non-park destinations such as the airport. To not include these as a fully analyzed and separate alternative would result in an inadequate NEPA document, given the County and Town's explicit policy commitment to not export their impacts onto Federal lands. This is a feasible and viable alternative and is consistent with NPS objectives and policy regarding resource protection.

Additional alternatives that should be addressed include analyzing day time use of road, only, and elimination and/or reduction of non wildlife viewing types of commercial use of the corridor. Under no circumstances should year round use of Moose-Wilson Road by vehicles - bicycles or automobiles - be considered, due to the exceptional resource sensitivities, potential significant impacts to migrating wildlife and the need for over-winter habitat, which is severely lacking within all of northwest Wyoming.

The park should focus its analysis on an alternative that relies on park concessioner-operated transit on Moose-Wilson Road that includes interpretive programming, along with shared bike use on the existing road surface. This could include paving the southern portion of the road if bicyclists and park-operated transit/vehicles would be able to share it, e.g.a bike lane striped similar to the one-way road between North and South Jenny Lake developed areas. In this alternative, transit could be limited to one lane (both directions sharing that lane) and bikes clearly defined in a second lane. This should also be a full, stand-alone alternative, since it would result in nominal environmental impacts and would meet the purpose and need of the NEPA document with minimal permanent physical changes within the Corridor. Transit to relieve vehicle congestion is common within many national parks, e.g.Zion National Park, Yosemite National Park, etc.

In addition to the above, the park should include in the range of alternatives: realignment of the north end of the Moose-Wilson Road out of the riparian areas it currently traverses, retaining the same slow design speed and width as the existing road in the new alignment, and restore the old road alignment; the relocation of the Death Canyon Trailhead to the intersection with the road to White Grass Ranch (the segment beyond that intersection is incorrectly aligned and cannot provide positive drainage, resulting in large potholes and ongoing erosion); formalizing and realigning the Granite Canyon Trailhead to accommodate transit pull through; and, realignment of the north end of the Moose-Wilson Road to realign it out of the riparian, springfed area, and to maximize safe wildlife viewing.

Finally, the park should also analyze and include as a stand alone alternative the adaptive management strategies that were detailed in the Western Transportation Institute (WTI) studies, and which which were intended to implement the 2007 Transportation Plan Record of Decision. This is a wholly feasible and viable alternative and is consistent with NPS objectives and policy regarding resource protection

Thank you for the opportunity to comment on this scoping document.
Sincerely,

/sgd/

Mary Scott
Jackson, Wyoming 83001

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 295**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The majestic views of the Teton range.

Topic Question 2:
My concern as a bicyclist is that the Moose-Wilson corridor is an unsafe place to experience the beauty of the area because of the density of traffic.

Topic Question 3:
No.

Topic Question 4:
I would like to see a complete pathway from the Granite entrance to Moose. This would provide bicyclists with safe access to the park and it would connect the Grand Teton NP to the Jackson Hole community pathway.

Topic Question 5:
I am a long-time bicycle tourist and would like to see safety of paramount interest by the National Park Service. With fewer and fewer dollars allocated to the NPS each decade, I would like to see a true paradigm shift where access to the parks and safety in the parks was of paramount importance. It seems that the NPS continues to support the energy-guzzling car/truck/caravan/motorhome over the lowly bicyclist and pedestrian.

As part of this concept, I would like to see the NPS ban cars and motorhomes in the parks and replace transportation with NPS-run shuttles.

Comments: I love America's national parks! They are our national treasure.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 296**

[REDACTED]

Correspondence Information

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Correspondence Text

I enjoy visiting our National Parks via bicycle, which allows a pace to cover more area than walking but enjoy much more than driving. It is also healthier and better for the environment.

I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking.

Please consider public safety and add a complete pathway from the Granite Entrance to Moose. Please provide safe access for bicyclists and pedestrians with a complete pathway from the Granite Entrance to Moose, and connecting to the wonderful and successful Grand Teton National Park and Jackson Hole Community pathway systems.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 297**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
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Number of Signatures: 1	Form Letter: No
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Notes:

Correspondence Text

Topic Question 1:

The accessibility to the trails and eco-system in the summer and the variety/quality of wildlife viewing on this corridor as well as the accessibility to Teton Village/Moose from the southern part of the park. I drive to work from Moose to Teton Village and this road is a great way to drive through the park to work as well as for pleasure. I love seeing wildlife along the way to/from work on a daily basis and having the access to the trails and LSR Preserve on the weekends as well as general sight-seeing.

Topic Question 2:

Wildlife safety, eco-system preservation, traffic flow, bike traffic, and visitor safety. The road is very often congested with large numbers of motorized vehicles , especially when wildlife is around. There is no room for error when navigating the road and even less room for bikes and pedestrians while travelling and viewing wildlife. The large volume of traffic and varied use of this popular road contributes to congestion, and increases the chances of wildlife and pedestrian/bike collisions. The current road doesn't allow for much space when viewing wildlife and it seems to be increasing in vehicle traffic and pedestrian/bike traffic. In addition, I love the overall feel and location of the current road and don't want to see any new paved surfaces or eco-systems created.

Topic Question 3:

I agree with the fundamental resources and values listed with emphasis on conservation of wildlife, conservation/minimal impact on land and trying to minimize development as well as protecting the park resources. I think these are the top considerations for the Moose-Wilson road and support a plan that puts the park resources first.

Topic Question 4:

I would like to see two-way vehicle traffic continue, but limited, as well as no or extremely minimal new

development of this area. I think that the best solution is to limit and manage daily motorized vehicle traffic on the road from both sides to a maximum number of motorized vehicles each day or during peak visitation times. This would solve traffic congestion issues, and wouldn't necessitate any new paved surfaces. It would also help preserve the park resources.

Topic Question 5:

This is a very difficult issue, as I love the feel and route of the current road, but the increased traffic has become an issue. I think that visitors use the road for a variety of different reasons and that it should continue to allow visitors to travel this route both ways and to experience this area of the park by motorized vehicle. I would hate to see the road rerouted and more of the eco-system paved. I think the best solution is managing the volume of motorized vehicle traffic on the current road in its original route and size. This would reduce the number of motorized vehicles traveling at any one time. It would also encourage non-motorized travel on the road. This could be executed as a daily motorized vehicle limit or simply a limit to the number of motorized vehicles allowed on the road at any given time. An additional entrance station could be added at Moose to help control traffic flow from that side. This solution also eliminates the need for any new roads/construction and limits destruction of any additional resources.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 298**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 01/27/2014	Date Received: 01/29/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter

Notes:

Correspondence Text

Acting Superintendent Kevin Schneider
Grand Teton National Park
PO Drawer 170
Moose, WY 83012

Subject: Moose-Wilson Corridor Scoping Comments

Dear Acting Superintendent Schneider:

Please accept this input on behalf of The Wilderness Society in response to Grand Teton National Park's solicitation of input for the Environmental Impact Statement (EIS) being prepared for a new comprehensive plan for management of the Park's Moose-Wilson corridor.

The Wilderness Society ("TWS") is a national non-profit organization established in 1935 to "protect wilderness and inspire Americans to care for our wild places." With over 500,000 members and supporters today, TWS prides itself as being the nation's preeminent organization focused on the protection of wildlands and stewardship of the national wilderness system. Our Northern Rockies regional efforts include a Greater Yellowstone Ecosystem program and we recently added to our Wyoming staff and opened a new office in Jackson.

Park visitors highly value the Moose-Wilson Corridor for the slow and intimate experience

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

it provides and its associated incredible wildlife viewing opportunities. It is one of the premier rustic road corridors within the entire National Park System. The corridor is a gateway to the park's wilderness, as well as an immersion in the rich span of habitat types that attract the range of wildlife within the park to this narrow corridor. The scenery along the road and from its trails is unlike any other within the park. The park's scoping newsletter accurately captures the fundamental values of the Moose-Wilson Corridor, which should be maintained in any future management scenario.

Given that the Moose-Wilson corridor contains potential wilderness and abuts recommended wilderness along the western and northern boundaries of the corridor, we ask that the EIS detail how each alternative would affect the wilderness character qualities that exist here. This includes whether each alternative would diminish or effectively maintain the existing natural, untrammeled, undeveloped qualities as well as the opportunities for solitude or primitive and unconfined recreation.

TWS also requests that the EIS analyze fully the impact of changes to the corridor, including proposed pathways for increased bike access and use and changes that might facilitate bikes illegally using backcountry hiking trails or potentially going completely off trail. There is already numerous user created trails in the area and we are concerned that poorly designed bike access and pathways could further undermine the wilderness values in the southern portion of the park.

The issue of transportation, resource protection, and recreation values that exist around the Moose-Wilson corridor is of high public interest, both locally and nationally. TWSr expectations are that the Park Service will fully develop alternatives that provide a full range of options for management, some of which include day time use of the road only, the elimination and or reduction of non-wildlife viewing types of commercial use of the corridor (taxis, shuttle buses, etc.), transit with shared bike use on the existing surface, high season one way traffic flow for cars, etc.

We appreciate this opportunity to comment for scoping on this EIS and look forward to receiving the draft plan/EIS when it is developed.

Sincerely,

Peter Aengst
Senior Northern Rockies Regional Director

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 299**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Moose Wilson Road is known around the world as one of the best places in the Greater Yellowstone Ecosystem to watch and photograph a wide variety of birds and wildlife. On any given day our guests will enjoy once in a lifetime opportunities to see bears, moose, elk, deer, eagles, osprey, beaver, herons and owls. It is these sightings that bring the vast majority of visitors to the both Grand Teton and Yellowstone. As the second largest tour company in Jackson Hole we take thousands of people a year on tours in the Jackson Hole area and most of these guests want an opportunity to see the wildlife of Moose-Wilson. We want to represent these thousands of visitors to our area and hope to emphasize how special the experiences they have with wildlife there is to them. We believe it is important to maintain the character of the road and try to minimize disruption to access and wildlife habitat that could occur by rerouting, widening or straightening the road.

Topic Question 2:

We believe that for the most part the Moose-Wilson Road provides excellent opportunities to visitors to enjoy relatively safe and close encounters with a diverse and healthy populations of area wildlife. We believe that Moose-Wilson should remain a rustic, traditional road that provides access to a wide range of visitors while retaining the healthy habitat that exists there today. We would hate to see the road re-routed away from these places guests enjoy today for two reasons - one would simply be the loss of access but the other would be the disruption of undisturbed bottomland habitat. Cutting any new road beds should be out of the question!

We believe that most major traffic issues could be resolved by making a few small adjustments. This would include reducing the speed limits for the entire length of the road. It is well known that people tend to drive 5-10mph above the speed limit and those speeds are definitely too fast on the Moose-Wilson and create the biggest danger to wildlife, pedestrians and bicyclists.

We would also encourage the re-opening of closed pullouts and possibly the addition of a few more (small) pullouts where possible. This would allow slower traffic and wildlife watchers to yield when possible and avoid blocking the

road.

We might also suggest a slight modification to the steep hill on the north side of the road to make the blind hill safer. This might include making the road straight so that the outlet of the road is within the park gates. This would discourage cabs and locals from trying to use the Moose Wilson as a short cut. They tend to be the fastest and most aggressive drivers on the road.

Signage could also be put at either end of the road making sure people visiting the road know that it is designed to drive slow and enjoy the wild spaces and animals along the road.

Topic Question 3:

We believe that with very small adjustments to the current road condition the resources can be adequately protected while providing access to visitors, including handicapped and less fit visitors who may not be able to hike to places with so much beauty in such a small area.

Topic Question 4:

We hope to see the Moose Wilson road stay basically the same. Our guests, which represent thousands of travelers to the area each year from all over the world, love the experiences they have on the Moose Wilson Road. From close encounters with beavers to seeing a great grey owl hunting, they go away with an extremely positive view of Grand Teton National Park and the our National Park system.

We strongly disagree with the addition of a separate bike path or with any major widening of the road to add such a path. Compared with the number of wildlife watchers traveling the road by motorized vehicles, bicyclists are a very small fraction of the current and potential traffic along the roadway. People wanting to access the area are 1000:1 traveling in a vehicle and the vast majority are hoping to have an opportunity to find and view wildlife. It is well documented that non-motorized users stress wildlife more than motorized users. During several study cycles in Yellowstone it was demonstrated that wildlife showed more reaction and stress to non-motorized users. This is also our experience and we are concerned that a separate bike path would further fragment the important bottomland habitat that the park's fauna rely on. We believe that by reducing the speed limit and providing more pullouts we can minimize conflict with user groups while also protecting the wildlife and viewing opportunities valued by the vast majority of visitors.

Topic Question 5:

I would just like to emphasize how popular the Moose-Wilson Road is as a wildlife viewing destination in Jackson Hole. It is also an important access point to some of the best hiking and day use in the park. These two points are sometimes at odds with the third important use of the road; an important corridor in the valley for residents and visitors to get from A to B.

It is our hope that future planning for the Moose-Wilson Road will take into account the desire of the vast majority of park visitors which is an emphasis on wildlife and access to enjoy the park resources. Any attempts to straighten, speed up, widen or in any other way fundamentally alter the corridor would definitely have a negative impact on the experiences of future visitors. For now let's try a few small changes like expanded pullouts, reduced speed limits, installation of speed bumps in appropriate places and possibly paving the unpaved portions to see if we can improve the experience without any dramatic alterations to the place.

In our view the park should stick with the main missions set forth by the Organic Act - to provide access to the public while protecting the resource. Convenience, speed and major alterations to important wildlife habitat for special user groups (ie bicyclists) are not mentioned as a priority in the park's founding mission.

Let's keep the Moose-Wilson a slow speed, rural road chock full of wildlife and providing great experiences for our visiting public and local residents alike.

Comments: Thanks for your thoughtful approach to this process. Feel free to contact me if you have further questions.

Jason Williams
Founder/CEO
Jackson Hole Wildlife Safaris
3076909429

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 300



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
see below....

Topic Question 4:
see below

Topic Question 5:
These are additional comments to those made a few weeks ago. My family, the Sheahans, have owned ten acres in the southern part of GTNP since 1960. Roughly 750 feet of the Moose-Wilson road bisects the eastern side of our property, so we are additional stakeholders in any decisions made regarding use of the road. We feel this is necessary due to us as in the past 25 years the park has operated as if we don't even exist, a fact that makes me wonder whether each new generation of park management is unaware of private inholdings and existing property lines on these private parcels. Last summer the park moved ahead to eliminate social trails on the southern and eastern five acres of our property without asking our family's permission, bringing in heavy machinery to move boulders and roto-till the trails so they would be unusable for horses, runners and hikers, including those in our family. How would you feel if I arrived unannounced at your home and tore up the lawn and ripped out your sidewalk? All this was done without our knowledge and while park officials were embarrassed and apologetic, you can't un-ring a bell- -the damage was done. Several years before this incident, the park conducted controlled sage brush burning, again in the same area of our land without our permission. Many years ago a new bridge was built on our property over the Resor irrigation ditch by the Army Corps, supposedly to provide access for heavy trucks to maintain the upper snake river levee. There was no input allowed our family on this action- -essentially a form of ad hoc eminent domain. So it is with great concern we see the park moving ahead with a new plan for the road and we have great concerns that you will do this without our permission and cooperation. As one member of my family I believe a bike path needs to be built along the road close to the existing auto roadway as it is necessary for all valley

residents and tourists to be separated from cars for safety reasons. Hopefully this can be accomplished without removing too many trees. The road also needs to be two-way. it is crazy talk to contemplate a one-way road. if you think there are problems with taxis and locals speeding to make it to Jackson airport's legendary TSA line, imagine the rush to make it one way or the other before road closure at various times of day. Perhaps the park should relocate the M-W road to the east of our property (or simply buy our local five acres since they act as if they own it!) along the Snake River bench. The views are better along the meadows to the north from our property and a portion of the old road through our property could become an access road with turn-off to the Granite Canyon trailhead. North of our property the road could intersect and join the Snake River levee access road which would take traffic right to the Laurence Rockefeller Preserve parking lot. The levee road is well graded and built for heavier traffic than the M-W road which for the one-mile stretch between Granite Canyon parking lot and the old JY gate is an unpleasant experience for park visitors in their cars and especially on their bikes. Thanks, Casey Sheahan

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 301**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Opportunity for active outdoor recreation in a gorgeous natural setting.

Topic Question 2:
Opportunity for people of all modes to safely travel along roadway corridor and experience the park other than by car. To minimize the impact motor vehicles have on the sound,air, and water quality of the region. To experience the mountains, rising up from valley and the diversity of wildlife in the valley. I've experienced the valley both by cross country skiing along the river and cycling along the roadway. Skiing was beautiful. Dodging the motor homes not so much so. Need consistent and connected pathway system.

Topic Question 3:
Awesome. Caught a sunrise on the Tetons once from an early morning westbound flight and still stunned by the beauty. The quiet, the smell, the sounds of the birds and river. All best when not in a car.

Topic Question 4:
I hope that an opportunity to cycle and walk outside of the roadway via the path system. My knees limit my ability to walk these days but I can still pedal. Hope to come back to the Tetons and ride the valley. I've ridden through glacier and the stress from the traffic limits your ability to experience the park.

Topic Question 5:
Hope that the value In supporting non-auto modes will be recognized to support the long term health of the park

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 302



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I ANSWERED THESE FIVE QUESTIONS ON-LINE DURING THE OPEN HOUSE HELD BY GTNP FOR THIS PURPOSE. PLEASE GO TO COMMENTS.

Comments: AS A BASIS FOR MY COMMENTS PLEASE SEE MY LETTER (NO. 129472) ON PAGES 326 - 328 OF THE TRANSPORTATION PLAN FEIS, SEPTEMBER 2006 AND INCLUDE MY COMMENTS IN THAT LETTER INTO THIS COMMENT.

SINCE 2006 I HAVE CONTINUED TO OBSERVE THE INCREASE IN TRAFFIC ON THE MOOSE/TETON VILLAGE ROAD AS A RESULT OF TWO RECENT DEVELOPMENTS: 1. THE ESTABLISHMENT OF THE LSR PRESERVE 2. INCREASED USAGE OF THIS ROAD SECTOR FOR THROUGH TRAFFIC TO SATISFY TRIPS ORIGINATING FROM RECENT INCREASES ON DEVELOPMENT ALONG WYOMING SECONDARY HIGHWAY 390.

RECENT, AUG-SEPT. 2013 TRAFFIC COUNTS ON THIS SECTOR RANGED ABOVE 2000 VEHICLES/DAY. PROJECTING THESE NUMBERS AT A CONSERVATIVE 3% IREASE PER YEAR INDICATES A NUMBER OF OVER 5,000 VEHICLES/DAY IN 20 YEARS. THE FACT THAT THE DISTANCE FROM TETON VILLAGE TO THE JACKSON HOLE AIRPORT IS 11 MILES WHEN TRAVELING THRU MOOSE AS CONTRASTED WITH 22 MILES WHEN TRAVELING THROUGH JACKSON INDICATES THAT INCREASING TRAFFIC COUNTS AND PRESSURE FOR AN UPGRADED ROAD FOR SAFETY PURPOSES WILL RESULT IN THE CREEPING INCREMENTALISM WE HAVE ALL OBSERVED AT THE JACKSON HOLE AIRPORT FOR THE LAST 30 YEARS - NEVER ENDING CYCLE OF INCREASED AIR TRAFFIC AND UPGRADES TO ACCOMMODATE THE INCREASES.

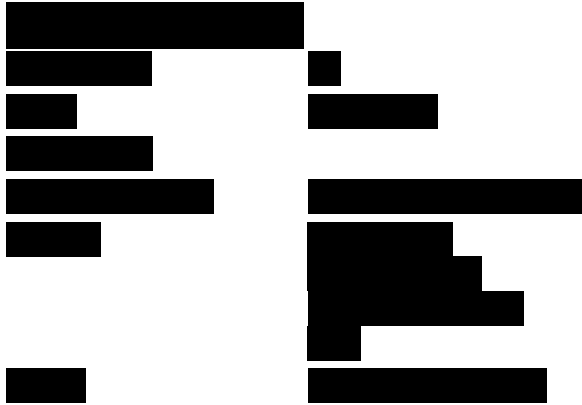
GRAND TETON NATIONAL PARK WAS NOT CREATED AND EXPANDED THROUGH THE GENEROSITY OF LSR IN ORDER TO ACCOMMODATE THE ADVERSE IMPACTS OF INCREASED

DEVELOPMENT ON PRIVATE LANDS IN TETON COUNTY - QUITE THE OPPOSITE AS APPROPRIATELY STATED BY THE LSR PRESERVE ITSELF.

IN ADDRESSING THIS NEW EIS IT IS IMPORTANT TO SEPARATE CONSIDERATIONS OF MOTOR VEHICLE TRAFFIC FROM THE CONSIDERATIONS OF BIKE, HIKING AND HORSE ACCESS. MOTOR VEHICLE TRAFFIC REPRESENTS THE MOST SIGNIFICANT THREAT TO THE WILDLIFE AND SERENITY REPRESENTED BY THIS SECTOR OF GTNP. AS OUTLINED IN MY 2006 COMMENTS THE ROAD SHOULD BE DEAD-ENDED AT LSR PRESERVE FROM BOTH THE NORTH AND THE SOUTH. FROM THE NORTH INDIVIDUAL VEHICLES WHICH HAVE ALREADY ENTERED THE PARK WOULD TRAVEL ON THE RELOCATED ROAD TO LSR, TRAVEL FROM THE SOUTH WOULD BE ACCOMMODATED BY SHUTTLE TRANSIT FROM TETON VILLAGE OR GRANITE CANYON PARKING AREAS. AT SUCH TIME AS TRAFFIC ON THE NORTH SECTOR WAS EXCESSIVE, SURPASSING THE PARKING PROVIDED AT LSR SHUTTLE SERVICE FROM MOOSE TO LSR PRESERVE WOULD BE NECESSARY OR DESIRABLE.

THIS APPROACH WOULD RESULT IN SUCH LOW MOTOR VEHICLE COUNTS THAT BIKERS COULD BY ACCOMMODATED ON A CLASS 1 BIKE PATH (WIDE SHOULDERS ON RELOCATED NORTH ROAD) AND (EXISTING ROADWAY ON SOUTH ROAD - SHARED WITH SHUTTLE TRANSIT).

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 303**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Quick access to hiking, skiing, wildlife viewing, fishing, etc. in a backcountry setting when away from roads, parking areas and people. Cycling on the road is enjoyable when time of day and direction of ride are picked correctly. Off season times are better for all activities.

Topic Question 2:

1-Balancing human use/overuse, especially motor vehicles, against the protection of fundamental natural resources/wildlife conservation.

2-Visitor safety concerns of the human/wildlife and cyclist/auto type.

Topic Question 3:

-The natural soundscape is definitely altered by the presence of motor vehicles, as is the natural night time sky by headlights.

-I don't hear much about the huge resident summer elk herd, but I know it's there. Make sure it gets included.

Topic Question 4:

I do like the slow rural feel of the Corridor and the access it offers, but at some point the number of motor vehicles needs to be limited. Besides offering access to "corridor" destinations, the road also opens up travel options to and from Wilson, Teton Village, the West Bank, the Airport, Jackson Lake, Yellowstone and beyond. Re-directing or limiting this commuter traffic ASAP would help. An immediate management strategy could be to turn the section between the Granite Canyon Trailhead and the LSRP into a one-way, Northbound, daytime only road. Pave it too,

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and then stripe it with a bike lane on one side just like the one-way String Lake to Jenny Lake road. For now the cyclists could hopefully have reduced vehicle traffic on the remaining 2-way LSRP to Moose section of road. Ultimately, a separated multi use pathway all the way from Granite Canyon to Moose would be nice, but not without some very real human/wildlife interaction concerns. Cyclists are quick and quiet; they lack the slow speed of pedestrians and noise of motorists. Require bear spray!

Topic Question 5:

Please consider moving the Death Canyon trailhead down the road towards the White Grass area, or pavement. Cars don't need to be that far into the backcountry.

Have signage warning cyclists of the dangers and challenges of the Moose/Wilson road in its current state.

The limited parking at the LSRP is a nice example of a management strategy to limit overuse.

Comments: Thanks for reviewing my comments.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 304**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/03/2014	Date Received: 02/03/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 4:
I wish that the paths for active transportation would be expanded.

Topic Question 5:
I support a complete pathway along the Moose-Wilson Road corridor. The slow, rural, country-road character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking or walking.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 305**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/04/2014	Date Received: 02/04/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I enjoy the slow travel on the winding, narrow road and the feeling of being close to the resources despite being in a car or on a bike. The wildlife viewing opportunities are important but due to the traffic congestion I am rarely able to stop.

Topic Question 2:

Primarily the increasing population in the nearby community and increasing visitation and well intended but poor NPS management is the cause of "problems" in the Moose-Wilson corridor. The Park seems to be determined to increase impacts from this increase: Closing off pull-outs (could have had five-minute parking limit signs) so that new pull-outs with associated impacts have greatly increased. The "Wildlife Safari" concessions seem to have no limits on size of vehicle and number of companies. Although traffic moves slowly these vehicles consistently move even slower, causing considerable congestion. It seems that those permitting the concessions have absolutely no idea of the realities of the traffic issues in the corridor. The lack of maintenance on the Death Canyon Trailhead has resulted in vehicles parking sooner on the road creating what is now a mile long parking strip on the road sides with severe resource impacts. Plans for a parking lot at the old Whitegrass Ranch Coral area should be resurrected. There are currently two roads. The road to the trailhead is shaded and melts out late and is a drainage. The road to the ranch is on better substrate and a far better location. There is no justification for two roads. This would also move visitors away from the repulsive hazard fuel reduction devastation.

Topic Question 3:

I strongly feel that the incredible resources of the area require protection from the increasing pressure of the region. When hiking in the immediate vicinity of the road vehicle sounds do not carry far. This is likely due to the vegetation along the narrow corridor, lack of large vehicle and the slow speed of the traffic.

Topic Question 4:

I would like to see the north end of the road moved east to avoid the wetlands. Ideally the road would be closed from the Granite Canyon Trailhead to the Rockefeller Visitor Center. To look at the area in 20 to 50 years it is obvious that a small road will be unworkable and increasing the size of the road is unthinkable. If the closure is not done the section should be changed to one-way southbound. This takes it out of the circuit for commuter use (in one direction) and as a short-cut to the airport. This concept does not deny access. Also the north end should terminate west of the entrance booths so that southbound travelers will be required to pass the booths.

Topic Question 5:

There is pressure for separate bike paths in the corridor. As a ranger I saw the bike paths developed in the Jenny Lake area. The paths created a new recreation venue for visitors but was so popular for families, walkers, roller bladders, etc. that road bikers do not use the pathways but ride on the shoulder of the busy, narrow auto road. One of the primary justifications for the pathways was to move road bikers off the auto road. Separate bike lanes near the Moose-Wilson will also see considerable non road bike use. Wider shoulders are more likely to give the road bikers a measure of safety. Closing the section mentioned to vehicles but leaving a packed gravel pathway would give access to road bikers and be less likely to create a new venue for visitors and the associated impacts. The park is not required to develop new recreation venues that strongly impact park resources.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 306**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/04/2014	Date Received: 02/04/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The animals...whether I'm in the car or on horseback. I first visited the valley in 1981 and felt a peacefulness when I got on the Moose Wilson Rd. Back then, you didn't see as many animals as now. Moved here in 1988 and have seen lots of changes on the road. More cars but also lots more wildlife..we used to go up to Lupine Meadows in the fall to see the elk back in the 80's and early 90's but now they are being displaced all over the valley and there are wonderful herds living in this area.

Topic Question 2:

I am concerned that the bicycles have such a huge lobby group and that this may influence the direction that is taken. I am very concerned about the removal of trees for a path which would seem to go against the ecological aspects of the Park. I am very concerned that more riding trails would be taken away. Horseback riding in this area is very historical with all of the dude ranches that had been and still are in the area. It makes little sense to me that the park would take away horseback trails but add bicycle trails based on the history of the area.

Topic Question 3:

I think the value is in the historical use of the road. In all the years I have used the road, I have never felt the need to rush on this road and that's the way it should be. If there is an animal on the side of the road, it should be ok for visitors to stop. I do get upset when they park in the middle of the road though!! The road to me is like an annex of the park, yes it is the beginning now but it also should not be improved to where it is like the Village Road. Not sure how to explain it but this road is special, one to be enjoyed not just to get from A to B.

Topic Question 4:

I would not like to see a bike path. There are wonderful bike paths all over the valley and they are definitely not packed. Yes, I know it would complete a loop but the bicycle community, I feel, has it backwards that the animals

would be around if there is the absence of cars. No, the animals are used to cars and a quiet bike can set them in a panic. They are also used to horses and can smell them and know they are there so that isn't really an issue. I am very afraid of what will happen when the bears chase a child on a bike...or someone comes up between an elk and it's baby. There are already bicycles on the trails where they shouldn't be and it will only get worse. Bicycles and horses don't mix and this is the last of the horse trail area left in the valley. I would like to see more pullouts and no taxis on the road. Maybe limit how many animal tours can be on the road at a time. Cars should stay, you shouldn't be in a hurry if you use the road.

Topic Question 5:

Living at next to the south entrance of the park, there is not a day that we don't see some sort of wildlife and would like to keep it that way. The animals are up and down the entire road and on both sides not just near the Sawmill Ponds. The area should be preserved as much as possible for the animals as that is what the visitors want and if you look back at the last study done, that is the most important reason the visitors use the Moose Wilson Rd.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 307**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/04/2014	Date Received: 02/04/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I like the easier access to both Grand Teton and Yellowstone, versus having to commute all the way to the town of Jackson, especially during summer when traffic is already an issue.

Topic Question 2:

The road will need to be widened and it would be nice to consider extending the bike path from the Moose-Wilson gate to the GTNP Visitors Center.

Topic Question 4:

I hope this remains a two lane road for both north and south bound traffic. I believe it will need to be widened at some point.

Topic Question 5:

As populations and the number of visitors continue to grow the road will need to be expanded. The county needs to be more realistic about access and traffic from the West Bank to the airport and parks.

Comments: It would be nice to think that nothing will change and no expansion is needed but as visitors to our area continue to grow and people continue having children there is no other way around it. As someone who has lived on the West Bank for 10 years we need more options for transiting to/from the airport and both Grand Teton and Yellowstone. I would like to see this road opened and maintained all year round. And also add a bike path to encourage viewing the park without emitting pollution. We need more options for transiting in this valley versus placing greater restrictions.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 308**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/04/2014	Date Received: 02/04/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The area is one of the few places in the valley where we have tried to maintain a natural look. Every spring I get to drive this this section of rode way and and every year we have restrained from letting small vocal group from making changes. Now another small group (some of who are ilmanared and and show no respect for the people they share the road with) want to change the nature of the valley.
1

Topic Question 2:
the most important issues are are the things people who move out here to be part of the old jackson and the first thing they do is to try to change jackson to be just like wherever they come from. The Teton Valley is a special place and we need to quite trying to make it something it was never meant to be.

Topic Question 4:
a few more pullouts to keep traffic moving moving the summer season. the only problem with that statement is I have no idea of what "a few more" means. We want to keep traffic moving but do not want to chance the nature of this road.

Comments: basicly I the am asking you to leave this area alone. The park has built a large collections of bike paths and to leave this area for the those of us who walk and nonmoterzed means of transportation.

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Correspondence: 309

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/04/2014	Date Received: 02/04/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Access to Granite Canyon, Phelps Lake and the Valley trail for hiking. I also value the scenery and serenity.

Topic Question 2:
Motorhomes and large vehicles traveling the very narrow road. Overuse. Gaper delays and potential accidents.
Destruction of wildlife habitat and potential threats to wildlife.

Topic Question 3:
Haven't seen newsletter

Topic Question 4:
If we make the rode wider and improve, it will just become more of a thoroughfare and further destroy habitat. I would like to see the road go back to all dirt, slow vehicles down, and make it one way heading north. I don't mind driving on the outer highway to return back to Wilson after a day in the park and if it reduces traffic and potential for accidents, even better. I don't want to make a bikers only access, as this is discriminatory for people who do not have the ability to ride a bike to view the wildlife. There are plenty of pathways for bikers in and around the park, and I would prefer that this is not also made into a pathway for bikers, as the road is too narrow and to widen this would be too destructive on existing habitat. We should also restrict the size of vehicles allowed to travel the road. No motorhomes, too dangerous.

Topic Question 5:
Do not improve, widen or add a pathway to this road. It is too narrow and in fragile habitat. Restrict access to one-way heading north, and limit the size of vehicles.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 310**

[REDACTED]

Correspondence Information

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I am writing because I adamantly oppose ANY development, specifically, a bike path on the fragile Moose - Wilson Rd. for all the obvious reasons: first & foremost, for the the protection of our wildlife & their habitat. As we all know, our exploding grizzly population, along w/ the black bears, have discovered the abundant fall berries at the edge of this windy, narrow road. It would be a disaster waiting to happen if a bike path was to be added, not to mention, the destruction of precious wildlife habitat in the process of carving a bike path. The M-W corridor is extremely unique. It should remain that way. It should be protected. The wildlife & habitat should be #1, our priority, NOT biking or a quick commuter road to the airport. HOLD STRONG Teton Park, don't budge! Don't develop M-W Rd.! PLEASE, let's STOP PAVING PARADISE !!! I like the proposed compromise to lessen traffic ... 2 way from Moose to Preserve, one way from Village to Preserve.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 311**

[REDACTED]

Correspondence Information

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Date Sent: 02/04/2014	Date Received: 02/04/2014
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Correspondence Text

National Park Service
Grand Teton National Park
Attn: Kevin Schneider, Acting Superintendent
P.O. Drawer 170
Moose, WY 83012-0170

RE: Comment of Moose-Wilson Corridor Public Scoping

Dear Mr. Schneider:

Thank you for the opportunity to provide input on the Moose-Wilson corridor Comprehensive Management Plan, Public Scoping. This letter contains the formal comments of the International Mountain Bicycling Association (IMBA).

Founded in 1988, IMBA leads the national and worldwide mountain bicycling communities through a network of 35,000 individual members; more than 750 chapters, clubs and patrols; more than 200 corporate partners; and about 600 retailer shops. IMBA teaches sustainable trail building techniques and has become a leader in trail design, construction, and maintenance; encourages responsible riding, volunteer trail work, and cooperation among trail user groups and land managers. Each year, IMBA members, chapters and supporting organizations conduct more than a Million hours of volunteer trail stewardship on America's public lands and are some of the best volunteer stewards for federal, state, and local land managers.

The scoping newsletter asked for comments on: Bicycle and Motor Vehicle Use. What strategies are most
Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

appropriate in managing increasing traffic volumes and uses along the Moose-Wilson corridor?

IMBA supports a complete pathway along the Moose-Wilson Road Corridor from the Granite Entrance to Moose. This plan produces a proactive positive approach to improve public safety and allow for safe bicycle access to other recreation sites. The connectivity offered by a complete pathway will serve as both an enhancement of the recreational opportunities in and around Grand Teton National Park and minimize visitor risk by sharing to close proximity of vehicles whose drivers are regularly watching the scenery and wildlife throughout the park instead of observing close attention to other users on the road. The plan to connect 3.5-miles of pathway will help to provide visitors a safe way to immerse themselves in the natural experience under their own power, without needing another motor vehicle.

We applauded the GTNP staff for recognizing the need to consider closing this 3.5-mile gap along the Moose-Wilson Corridor and increase the safety of the parks visitors. We greatly appreciate your efforts to enhance outdoor recreation opportunities and thank you for accepting our comments. We look forward to continuing a productive relationship in the future.

Respectfully Submitted,

Aimee Ross
Advocacy Manager
International Mountain Bicycling Association
aimee.ross@imba.com
303.545.9011 ext. 108

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 312**

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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:

While the scenery is of a very high quality, the unique characteristic is the ability to view a relatively pristine environment with all the animals that were historically present, from large mammals to small birds. The citizens of Teton County have consistently rated our wildlife as one of the most important characteristics worth preserving in our community.

Topic Question 2:

The most significant challenges are the desire to use the Moose-Wilson road to solve transportation problems in Teton County and the desire to use the road for recreational opportunities. Without careful protection, overuse of the Moose-Wilson Road will fragment the habitat and negatively impact wildlife. Human needs should be placed above the needs of wildlife.

Topic Question 3:

We believe that wildlife are the most important feature of the resource. It is important to minimize conflicts with wildlife. Habitat should not be fragmented. We should not set up situations where human visitors, regardless of their mode of transportation, would displace or molest animals. We should avoid situations where pedestrians or bikers could surprise animals and provoke an attack. We believe the management objectives should maintain the relatively pristine environment.

Topic Question 4:

We do not believe the road should be widened to accommodate more human visitors. The speed limit should remain unchanged. Future changes should consider methods to avoid traffic (any mode-foot, bike or vehicle) forming a barrier to movement of wildlife.

Topic Question 5:

Any management plan should be based on science and should have the goal of protecting our valuable wildlife. It should not be based on human perceptions or speculation. We believe the key to success is to set goals and to follow up with measurements to assure the goals are being met. If they are not met, changes should be made to the management and more measurements should be taken.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 313**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
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Correspondence Text

Topic Question 1:
Traveling slowly thru the forest, encountering wildlife in a natural setting.

Topic Question 2:
Overdevelopment is the most pressing issue for this corridor.
I do not want to see this road widened, straightened or in any way modified which would speed traffic or increase usage.
I am against a bike path thru this area of important wildlife habitat.

Topic Question 3:
I am very concerned about the lack of pullouts on this road. I have witnessed the shortsighted closure of many pullouts along this road.
This is a favorite road for both visitors and locals to see and observe wildlife. Pullouts are essential to allow people to stop out of traffic to interact with nature.
The current policy of not allowing the public adequate places to pull out hand enjoy THEIR National Park is outrageous
and has contributed greatly to the current congestion along this road.

Topic Question 4:
I hope that this road continues be be a narrow, winding and low speed road. The one real improvement that should be made to this road is to provide more pullouts for the public to enjoy this great area.
The unique character of this road should be maintained, to widen or improve this road for more and faster traffic would be a mistake and would almost certainly result in more roadkill.

Topic Question 5:

I am very concerned about overdevelopment of this corridor which would damage it's character.

Comments: While I am in total support of the existing pathway system in Teton park, I am opposed to a pathway thru this corridor.

I feel that there are some places where a pathway is inappropriate and the Moose-Wilson corridor is one of them.

I would hate so see more trees cut down and more asphalt laid down in this beautiful area.

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Notes:	

Correspondence Text

Topic Question 1:

A trip along the western margins of the south end of GTNP and the beautiful forests, streams and vistas.

Topic Question 2:

Widening and improving the road so that it can be safely traveled by the many vehicles using it. Bicycle travel is secondary to that. GTNP has long delayed improvements to that road and have allowed buses and larger vehicles to use that narrow, windy road along with regular vehicles under less than ideal conditions. It should be widened and paved, but laid out in a manner which discourages speeding and bad driving.

Topic Question 4:

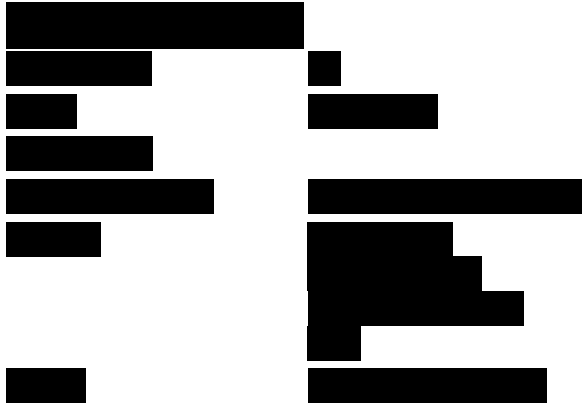
Same as #2 above.

Topic Question 5:

Please do not make the road one way or do anything to discourage driving on that road; pave the southern portion of the road.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 315**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/04/2014	Date Received: 02/04/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Quick access to hiking, skiing, wildlife viewing, fishing, etc. in a backcountry setting when away from roads, parking areas and people. Cycling on the road is enjoyable when time of day and direction of ride are picked correctly. Off season times are better for all activities.

Topic Question 2:

1-Balancing human use/overuse, especially motor vehicles, against the protection of fundamental natural resources/wildlife conservation.

2-Visitor safety concerns of the human/wildlife and cyclist/auto type.

Topic Question 3:

-The natural soundscape is definitely altered by the presence of motor vehicles, as is the natural night time sky by headlights.

-I don't hear much about the huge resident summer elk herd, but I know it's there. Make sure it gets included.

Topic Question 4:

I do like the slow rural feel of the Corridor and the access it offers, but at some point the number of motor vehicles needs to be limited. Besides offering access to "corridor" destinations, the road also opens up travel options to and from Wilson, Teton Village, the West Bank, the Airport, Jackson Lake, Yellowstone and beyond. Re-directing or limiting this commuter traffic ASAP would help. An immediate management strategy could be to turn the section between the Granite Canyon Trailhead and the LSRP into a one-way, Northbound, daytime only road. Pave it too,

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and then stripe it with a bike lane on one side just like the one-way String Lake to Jenny Lake road. For now the cyclists could hopefully have reduced vehicle traffic on the remaining 2-way LSRP to Moose section of road. Ultimately, a separated multi use pathway all the way from Granite Canyon to Moose would be nice, but not without some very real human/wildlife interaction concerns. Cyclists are quick and quiet; they lack the slow speed of pedestrians and noise of motorists. Require bear spray!

Topic Question 5:

Please consider moving the Death Canyon trailhead down the road towards the White Grass area, or pavement. Cars don't need to be that far into the backcountry.

Have signage warning cyclists of the dangers and challenges of the Moose/Wilson road in its current state.

The limited parking at the LSRP is a nice example of a management strategy to limit overuse.

Comments: Thanks for reviewing my comments.

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Correspondence Text

Topic Question 1:

first that RV's and boats and trailers are banned from traveling on the road - I love the low volume of traffic - except during the height of the tourist season in the summer - the opportunities to see wildlife - hiking from the Rockefeller visitor center throughout the park - which also means crossing the Moose Wilson Road in sections - the serene and quiet beauty.

Topic Question 2:

mainly traffic - in the height of the tourist season and the promotion of areas like the moose ponds as opportunities to view wildlife creates the dreaded "moose and bear jams" which prove very dangerous on the road as cars haphazardly stop and abandon cars in order to catch sight of a moose or bear - it wreaks havoc for those trying to get from point a to point b - there is the chance for dangerous confrontations - either between locals and tourists or people and wildlife. Add bikers to that mix its a bad accident waiting to happen - I think we need to respect the limits of the Moose Wilson Road in terms of traffic and wildlife safety. Please respect the limits.

Topic Question 3:

As a former employee of the R Lazy S Ranch for several summers - the Moose Wilson road is a gem - it allows for scenic rides for its valued guests - traffic - more traffic than that road can handle needs to be respected as well as the safety and sanity of the year round residents that live near poker flats. It was bad enough to establish a ranger station north of teton village - I don't think that was necessary. I am thankful that rangers are present to protect wildlife such as when the family of bears were inhabiting a portion of the road - so many areas of jackson have been over run with people - why can't we leave the moose wilson road as it is - without further damaging the area - the wildlife - the resources.

Topic Question 4:

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I think the first two miles of the road should always be gravel - I don't think a bike path should be part of the moose wilson road - bikers have a wonderful bike path that goes from town up to the park and into the park - or limit the park road to bikers only during the off season - when the road is closed at granite canyon. the road is ripe for destruction if you let it happen.

Comments: the moose wilson roads is one of my most favorite and treasured 8 miles - I just love that road - I have had a bear run in front of my car on a morning when no one else saw it except for me - i love the smells and sights and the history of this road - please don't let increased traffic ruin another beautiful thing in jackson hole. thank you for listening and the opportunity to offer my thoughts.

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Correspondence Text

Topic Question 1:

The relatively untamed feel about it. It has not been cleaned and sterilized to the point of feeling as if you are in a theme park vs. a National Park. No place else can you feel as if the next wildlife encounter could be just around the corner. And if you don't see anything, who cares., it's still worth the journey.

Topic Question 2:

I fear that the corridor will become even more of a thoroughfare if the proposed pathway was to be included in any future plans. While some suggest it would be used as a walking path also, its primary use would be a high speed track for those wishing to ride the "Grand Loop". Both of these purposes would diminish any opportunity to view wildlife and be contrary to the mission of the National Park which should put nature first. As far as automobile traffic, the focus should be on reducing the amount of thru traffic, slowing traffic down and respecting the environment.

Topic Question 3:

The Moose-Wilson road is a gem and should be protected. Moving the road further from the wetlands at the north end would help protect wildlife.

Topic Question 4:

I would like to see the road remain un-improved for the most part. If creating a section as one way would reduce the amount of thru traffic and help protect resources, then I would be all for that.

Topic Question 5:

Something has to be done to reduce the amount of "thru" traffic traveling the road. Rarely while traveling the road at posed speeds or less have I not had to take evasive action to avoid traffic flying around a blind curve or someone

riding my bumper and flashing their lights only to be passed in a cloud of dust and flying stones. Widening the road to include a pathway will be detrimental to the environment, stressful to wildlife and contrary to the mission of the park.

Comments: Moose-Wilson is a destination, not a by-pass.

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Topic Question 1:

I value the opportunity to view the park's flora and fauna on the low volume, low standard road which can be used to slowly wander through this area. I also value the opportunity to cycle or hike in this area.

Topic Question 2:

The important issues to me are:

1. Maintaining low speeds of vehicles to protect wildlife
2. Eliminate 2-way traffic to reduce vehicle accidents
3. Establish a separate paved path for cyclists, hikers, roller bladers, skiers, etc.
4. Consider waterways and habitat as high values and eliminate as many impacts as possible while reducing all impacts

Topic Question 3:

This area should be valued for the resources in the park. It should be a destination with interpretation about the resources and history. The road should not be used as a transportation corridor to other locations as it appeared to be during my visit. Highest priority should be given to park resources with human access provided to enjoy visiting and watching those resources.

Topic Question 4:

Access to this area of the park for visitors is important because of the "remote" feeling it has when it is in reality very accessible to civilization. Some additional interpretation and traffic control will help in maintaining that feeling and enhancing the experience of visitors who want to escape the fast traveling crowd but still use their vehicle or

hike, cycle, roller blades, or other physical activity.

Topic Question 5:

I explored this Moose-Wilson area in my vehicle in September 2012 to determine if it was feasible to safely ride my bicycle on a long loop ride. I found that the narrow road and two way traffic was a deterrent. There was also some high speed traffic which was traveling through rather than enjoying the park setting. There are enough "high speed, thru-traffic" roads in GTNP to accommodate those who are not in the park for sight seeing. This corridor lends itself to quiet reflection and slow travel which is the hallmark of many of our national parks.

I would urge you to include alternatives to eliminate thru-traffic, encourage slow speeds, and provide facilities for human powered traffic such as hikers, roller skaters, cyclists, etc.

Comments:

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Topic Question 1:
Rural_ - unspoiled-wildlife

Topic Question 2:
Too much traffic with most of the local traffic going way too fast. Road is unsafe in its present condition for the amount of traffic that is using the road.

Topic Question 3:
This is a very valuable NATIONAL PARK resource and should not be considered a part of the county transportation plan.

Topic Question 4:
Other than a few traffic safety modifications the road should not change from its present use. More speed enforcement needs to be included to slow the locals down.

Topic Question 5:
I have driven this road hundreds of times during my time as Project Manager for the LSR Preserve. In its present state it is unsafe largely due to speeding mostly by local residents. This is a park road and should be controlled 100 % b GTNP and not be included the Teton County Transportation Plan. I do feel that a separate bike path can be provided. To avoid the LSR Preserve, perhaps the trail could be routed to the east and be placed on the levee by the river.

Comments:

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Topic Question 1:
Rural character. Minimal human impacts. Wildlife. Winter closures. Beaver (I know that is wildlife..)

Topic Question 2:
People and wildlife interactions. The issue is that the park is being irresponsible by allowing these interactions to continue. The park is responsible for natural resources. The road alignment should remain as it is the park should instead focus on managing visitors. Visitors are served by the park managing use not providing for unlimited or inappropriate use. This is a wildlife corridor and should be managed as such and not managed for recreation that can be accomplished in many other places.

Topic Question 3:
The fundamental resources of this corridor is wildlife. NOT bike access and NOT car access in a new corridor. We have road and bike access all over Teton county. This is the NATIONS park not the bike users of teton county or any bike users park. The alignment is fine where it is. The park has tools at it's finger tips that it has not used! The park could close the road to commercial and concessionaire traffic. The park could close the road when wildlife are present.

Topic Question 4:
Imagine if the park removed this road. Or imagine if local and residential traffic only was allowed. What if the park followed the model of Zion national park, which allows only shuttles on it's canyon road. I can imagine a shuttle only experience would offer visitors a genuine experience one that would last long into the future. A future where the road is realigned and there is an associated bike path is NOT one that is appropriate for the national park.

Topic Question 5:
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The Moose Wilson corridor is obviously important. It is important for bears and elk and moose and antelope and beaver. The Nation would be best served if the use on this road is limited NOT expanded. What the park is proposing is an expansion of use. What is best for the park what is best for the people what would John Muir, Albright, Leopold and others want? They would want preservation not expansion of use not expansion of our human footprint. We as a people as a nation have a few special places Teton is amongst them but is suffering from degradation degradation from the pathways, from road expansion, from building construction in floodplains. Building this new road and new pathway violates the trust that the park has with the nations people. Please consider limiting use in this corridor and do not allow for new road and pathway construction.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
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[REDACTED]

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Topic Question 1:
SEE BELOW

Topic Question 2:
SEE BELOW

Topic Question 3:
SEE BELOW

Topic Question 4:
SEE BELOW

Topic Question 5:
SEE BELOW

Comments: SUMMARY

-Insure that the road remains a rural GTNP road primarily for the benefit of
Wildlife
Natural Habitat
Optimal Park visitor experience for the National audience

-Insure that the county accepts the responsibility for its own development efforts and builds the appropriate road
infrastructure that satisfies those development needs.

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Discussion:

I live on this section of the Moose Wilson road. Over the years I have witnessed a dramatic increase in traffic and a corresponding number of altercations between those using the road for differing purposes. Many that have endangered wildlife and visitors to the Park.

There is a tendency for the Jackson Hole Community to view this section of Grand Teton National Park as their private reserve. It is not. It is a very important habitat that is in a Notional Park that is owned by all of the American people. This is a crucial principle that shapes our responsibility to this riparian habitat. If you believe it exists for the benefit of Teton County you would make it an important part of the County's transportation system. If you acknowledge its true purpose as Part of our National Park System , you would have the responsibility to optimize it with a totally different set of guidelines. This is where the discussion starts.

There are those who would argue it has been here a long time, in fact way before the Park and it should serve the same purpose it did before the Park. That is like arguing that a one way street used to be two ways , therefore I should be able to go both directions. Unfortunately the legal use has changed and you can no longer go both ways. It is the same for the "legal National Park. It is simply not the same. In fact it has no semblance whatsoever to the pre Park days when perhaps 100 cars per day used the road. Today we have 2200 cars per day ; headed to 3600 or 5000 depending on who which study you choose. The traffic has reached crisis level for the Park , Teton County and more importantly for the wildlife and visitor experience.

IT IS CLEAR IN MY MIND THAT THIS RURAL ROAD BELONGS TO THE GRAND TETON NATIONAL PARK AND SHOULD BE MANAGED ACCORDING TO NATIONAL PARK PRINCIPLES AND STANDARDS.

IT IS ALSO CLEAR TO ME THAT TETON COUNTY HAS NO RIGHTS OR JURISDICTION TO SPECIFY ANYTHING ABOUT THIS RURAL PARK ROAD AND MUST ACCEPT THE RESPONSIBILITY FOR ITS OWN DEVELOPMENT AND ROAD SYSTEM.

IN MY MIND, EACH ENTITY [PARK AND COUNTY] MUST ACCEPT THE RESPONSIBILITY FOR ITS OWN CHARTER.

There is some information we don't have. Where is the study that identifies the entire possible build out of the whole Moose/Wilson Road? The Resor development has just begun. What is the zoning for other lands along 690? Recent WYDOT studies show the need to make 690 four lanes! What does that say about the traffic on Moose-Wilson. I think if we had those numbers we would see how absurd it is for anyone to believe the current Moose-Wilson Road can handle the future traffic. Most likely a whole set of things have to change.

The town has to accept their responsibility to provide other ways for local traffic to get to the Airport, Dornans and points north. The obvious elephant in the room is building the North Bridge. It should go along the Gross Ventre Road across the river and come out just south of the village. The zoning board made a serious mistake not getting a right of way when they approved recent West Bank development. Some would say there are too many important people along that route; it will never happen. Should the benefit of a few hamstring the entire community? If we can spend \$3million to build a bicycle bridge across the Snake River, isn't it time to build a second automobile bridge across the Snake River. For Jackson Hole to rely on only one crossing seems unsafe and inappropriate.

WHAT SHOULD THE PARK DO?

General:

- Take your time, no rush to judgment
- Work the ideas rather than edict them
- Set some goals like:
 - Reduce the traffic on the road
 - Protect the visitor experience
 - Identify your mandate for everyone
 - Follow that mandate
 - Communicate well in all directions
 - No surprises for up the chain of command
 - Maintain control of the agenda
 - Don't be afraid to engage in litigation
 - Force consideration of the North Bridge
 - Etc

SOME SPECIFIC IDEAS TO CONSIDER:

1

Think about the Road in three sections.

- North Section
- Middle section
- South Section

Each section has individual characteristics that are different.

2

The North Section is done and approved. Stay with the plan.

3

The Middle Section, which I call the LSR twisty section, is the most dangerous. Tear it up and replace it with the existing Core of Engineers Road. Pave that road. The views are spectacular. It is wide enough for a bike path. It is flat and in the open with less chance of surprising wildlife. It already has a bridge. Cost would be minimal. It would improve the visitor experience. In addition it would eliminate the parking problem on the existing section near the JY.

4

The South Section is the most difficult. It is the one place that truly reminds the local community that this is a part-time , rural, Park road. Nonetheless, It should probably be paved. It is a poor visitor experience and the dust is probably bad for the area fauna. How to slow the traffic down will be an issue. You will see later in this note that I would recommend 20MPH on the entire road with speed bumps.

A suggestion for the bike path on this section of road might be to put the bike path on the dyke. The dyke ends right at LSR which would make a good connection point. The views would be spectacular for the bikers. The southern connection would be difficult across the wet area but is possible along side the R Lazy S property. I am aware that it would divide this riparian area for wildlife and am not sure if the dyke already does that. It is certainly a consideration. It is safe, improves visitor experience and may be less costly.

SOME GENERAL THOUGHTS ABOUT THE ROAD:

1

Make the speed limit uniformly 20 MPH over the entire road. The current mixture of speed limits encourages faster driving on the lower posted sections. This would clearly identify the road as a scenic Park road and make it clear

that visitors using it for that purpose and going 20 MPH wouldn't feel threatened by the through traffic. We have observed that visitors would prefer to go 20MPH. I think slowing the traffic down will encourage the local traffic to go elsewhere.

2

Add some serious speed bumps

3

Ban commercial traffic.

4

Obviously , connect the north section inside the Park entrance gate.

5

Provide more pullouts in Important viewing locations.

6

Patrol more often.

7

Improve the Granite Canyon Parking area.

8

Improve the upper portion of the Death Canyon road.

9

Be careful about busses. They will require many changes to the road.

I'm sure you have a longer wish list. Some of these things can be done with minimal expense.

These are my thoughts. I'm sure you have heard them all before.

Respectfully submitted,

Gene Tremblay

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 322**

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Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Ability to get to and from Moose to Teton Village for work and visiting friends/family.

Topic Question 2:
How will this impact local traffic?

Topic Question 4:
2 way traffic

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 323**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
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Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

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Topic Question 5:
Reinstate the opportunity for a horse-riding concession.

For many years, this study area was used by a horse-riding concession that offered inexperienced visitors of varying ages the opportunity to see this part of the park. This concession was closed since the operator did not meet the operational and safety standards set by the NPS. But, for many years, it had been a very popular and appropriate use.

This study should consider reinstating a horse concession in this area. This area is already used by individual horse riders and at least one guest ranch, so horse use is both historic and compatible. The opportunity for inexperienced individuals to experience this area from a horse should be reinstated to meet NPS's overall goal of diversifying visitor opportunities. The concession could either be based at Teton Village, as it was in the past, or simply run from outside the park using horse trailers and parking near the south entrance. In either case, no base area would be required within the park.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 324**

[REDACTED]

Correspondence Information

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Correspondence Text

Topic Question 1:

I value the wildlife my family see on that road, particularly beaver, moose, bears and elk. When our extended family comes to visit us we usually drive that road in the evening to see wildlife. I also appreciate its access to Death Canyon and Granite Canyon trailheads. We are hikers and backpackers and use those trails at least once a summer. We also ski up to Phelps Lake overlook in the winter.

Topic Question 2:

The greatest concern is traffic congestion when multiple cars are trying to pull over to see wildlife. Often people even get out of their cars. There's no shoulder and I am concerned about resource damage, especially in the wetland/beaver areas. I'm concerned that widening the road will adversely impact wildlife habitat and I do not think the NPS should choose to accommodate cars at the expense of wildlife. I would like to see the park consider various transportation mitigation options: buses, partial closure of the road making it no longer a through-way or other ways that would allow oversight and careful management of visitor use. Perhaps the park could offer ranger-led evening programs in the corridor (on small buses) so the public could enjoy the opportunity to see wildlife but in a safe, controlled and low-impact way.

Topic Question 3:

The Moose-Wilson road is a rural, winding, narrow road that offers a special visitor experience to see wildlife and access trailheads. I hope those characteristics are retained and that people can adapt our uses on that road to maintain wildlife habitat. We should be focusing on managing our access to the road and trailheads to ensure the resources we all appreciated remain.

Topic Question 4:

I am concerned with the proposal to construct a separated bicycle pathway. I recognize there are safety issues now

with bikes and cars sharing the narrow road, but given the myriad other pathways (some 30 miles) in the valley and park, there is no need to bike on the Moose-Wilson road. And a separated pathway system on the Moose-Wilson road will impact (both remove and fragment) habitat and I believe trade one risk (bikes and cars) for a different, but equally significant one (bikers surprising moose or bears while traveling slowly and quietly through shrubby, forested habitat). I think a separated pathway will invite wildlife conflicts and as usually happens, it is the wildlife (e.g. bears) that suffer the consequences. People have options to bike in many other places. Wildlife have fewer options and in a national park, wildlife should come first. Biking is a recreational use that is already well supported in the park.

Topic Question 5:

GTNP should take a holistic look at transportation. I hope the park will adequately address alternative transportation options, i.e. buses, one-way travel, or portions of the road closed (i.e. not a through way) with access to trailheads from each direction, or limiting the number of cars at any one time. I think the 2007 ROD missed an opportunity to consider buses on the inner park road, which would help the parking congestion at south Jenny Lake and Taggart in the summer. Instead it resulted in a decision to solely construct bike paths. These have created a safe means by which bikers can enjoy the park, but do not solve a transportation problem. I hope the Moose-Wilson road process will address all issues and not simply bike paths.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 325**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Date:
February 6, 2014

To:
Moose-Wilson Planning Team
Grand Teton National Park
P.O. Drawer 170
Moose, WY 83012-0170

From:
Siva Sundaresan, Ph.D.
Wildlands Director
Jackson Hole Conservation Alliance
P.O. Box 2728
Jackson, Wyoming 83001

Subject: Jackson Hole Conservation Alliance's Comments on the Moose-Wilson Corridor Public Scoping

Introduction

The Jackson Hole Conservation Alliance (Alliance) appreciates the opportunity to provide comments on the scoping phase of the Moose-Wilson Corridor Comprehensive Management Plan (plan). The Alliance has a long and positive relationship with Grand Teton National Park (GTNP) and we look forward to working with GTNP through this

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process to develop a plan that effectively protects park resources and wildlife, while enhancing the visitor experience.

If you're looking to create a better future it's always critical to engage the community in an honest conversation based on facts and data about the long-term consequences of your decisions. It's also helpful to stay open to changing your mind and shifting course when facts on the ground change.

In 2007, GTNP completed a major transportation planning effort for the park as a whole. A section of this plan identified a number of strategies for decreasing vehicular traffic, protecting wildlife, making it safer to walk and bike, and enhancing the visitor experience on the Moose-Wilson Road.

Yet since 2007 the facts have changed. Two facts in particular: the increasing use of the area by grizzly bears and the opening of the Laurance S. Rockefeller Preserve. In addition, the National Park Service recently adopted new guidelines for bicycling infrastructure.

Therefore, it is appropriate for GTNP to take a new, comprehensive look at how to manage the Moose-Wilson Corridor (MWC) and develop a comprehensive management plan to determine how best to provide appropriate opportunities for visitors to use, experience, and enjoy the MWC while protecting park resources.

What do you value most about your visits to the Moose-Wilson corridor and why?

The MWC is one of the richest wildlife habitats in the Greater Yellowstone Ecosystem (GYE). With the Snake River riparian habitat in close proximity to the Teton Range, the corridor contains one of the densest concentrations of wildlife in Jackson Hole, if not the entire GYE. This corridor contains an astounding diversity of habitats, to name a few: sage brush and grass meadows, low elevation mature forests with conifers, aspen, cottonwoods, willows, riparian habitats, mountain shrubs, and sub-alpine forests.

The MWC also harbors a high diversity of wildlife including many species of greatest conservation concern for the state of Wyoming. Apart from well-known habitat for black and grizzly bears, elk, and moose, this corridor is also extremely important habitat for several birds (such as the great gray owl, pygmy owl, northern goshawk, 3-toed woodpecker) and amphibian species (such as boreal toad and Columbia spotted frog). Recent amphibian surveys show breeding by boreal toads in habitat created by beavers. Many neo-tropical and locally migratory birds use this habitat for their spring and fall migrations. In particular, these habitats serve as critical foraging areas for these species during those times.

Overall, the MWC is an extraordinarily rich wildlife area.

The narrow, slow, and winding Moose-Wilson Road allows visitors to experience the abundant wildlife, spectacular scenery, and recreational opportunities of the MWC, provided they have a private motor vehicle or are brave enough to risk walking or biking on the road.

The Alliance recommends GTNP focus the Moose-Wilson Corridor Comprehensive Management Plan on protecting wildlife and wildlife habitat in the corridor, while making it easy and safe for people to visit the corridor on foot, bicycle, or public transit. One should not need a private motor vehicle to safely enjoy the wonders of the MWC.

What do you think are the most important issues affecting the Moose-Wilson corridor? Issues can be concerns, opportunities, or topics needing further discussion.

The most important issues affecting the MWC are increasing vehicular traffic on the Moose-Wilson Road (and its associated negative impacts on wildlife and the visitor experience), the lack of safe bicycling and walking options to visit and enjoy the corridor, the potential for human-wildlife conflicts as more grizzlies move into and through the corridor, and the transfer of the Laurance S. Rockefeller Preserve (LSR) from private ownership to the National Park Service.

In order to develop a Moose-Wilson Corridor Comprehensive Management Plan that effectively protects park resources and wildlife, while enhancing the visitor experience, GTNP should consider:

- Conducting a detailed and thorough traffic analysis to understand present and expected future vehicular use of the Moose-Wilson Road. This analysis should explain who currently uses the corridor, where they are going to and from, and attempt to provide a realistic projection for future vehicular use of the road.
- Studying all feasible options for making it safe for people to visit the corridor on foot, bicycle, and public transit. This study should examine how other national parks have dealt with similar access issues and analyze options for reducing the chances of human-wildlife conflicts.
- Providing data on grizzly use of the area and an analysis of options to reduce the chances of human-grizzly conflict.
- Ensuring the plan adheres to all of the requirements of the agreement with the Rockefeller trust as necessary for the continued functioning of the LSR Preserve.
- Analyzing the impacts any changes to the road would have on wildlife and park resources, including the potential for human-bear conflicts.
- Developing a thorough forecasting of impacts from proposed management actions on all identified park resources in this corridor, not just effects on populations of charismatic wildlife like bears and moose and their habitat. For example, how would increased vehicular traffic, and increased visitor numbers, affect the soundscape and air quality? Much recent research exists that shows the impacts of noise on birds and animals. How will clearing trees affect nesting and foraging cover for passerine birds? Does this area of the GTNP serve as a critical connectivity corridor for species such as lynx or wolverine? How would management actions impact other predators such as cougars that extensively use this corridor? Long-term monitoring by research projects such as the Teton Cougar Project may provide data useful to such an analysis.
- Analyzing both direct and indirect effects of management actions. For example, how will changing road use patterns affect humans' use of the area and consequently wildlife use of the habitat around the road and trails?
- Analyzing the impacts any changes to pedestrian, bicycling, and transit access to the corridor would have on wildlife and park resources, including the potential for human-bear conflicts.
- Analyzing both direct and indirect impacts of changing pedestrian and bicycling regulations. For example, how would improving visibility for bikes and pedestrians affect hiding, or security cover, for wildlife and consequently their habitat use? How would any new construction of roads or pathways affect wetlands and amphibians? The Greater Yellowstone Network - Amphibian Monitoring Project's long-term monitoring data may be useful in helping to answer such questions.
- Analyzing opportunities for habitat restoration and improvement. We recognize that road realignment may be called for to reduce impacts in some areas. In that case, will old road areas be restored and associated habitat improved?
- Using precautionary criteria, such as zone of influence analyses, for regulating human activities in the corridor. Impacts of human activities, such as driving cars, riding bicycles or horses and hiking, on wildlife and natural resources are challenging to scientifically demonstrate with measurable population-level declines in any particular species of concern.
- Including actions for management of the corridor during all seasons. The current focus of the public conversation has been mostly about regulating traffic on the road or on a proposed pathway - these are only summer concerns. How does GTNP intend to manage this corridor, and any resulting new actions around the road, in winter?
- Fully explaining how GTNP will monitor and enforce proposed actions and regulations, including the logistics and

finances of the monitoring and evaluation aspects of proposed actions and regulations.

- Future projected changes in climate that will affect the wildlife and habitat of this corridor. Develop a management plan that builds natural resilience in this corridor so that it can function adequately under increasing local human impacts (like more traffic) and global ones (like climate change).

The impacts of any GTNP management plan on traffic and/or land development in the adjacent private county lands should NOT be a factor driving GTNP decisions. We recognize these may be considered and accommodated only if compatible with mission of conserving natural resources. Park wildlife, natural resources, and visitors seeking to enjoy GTNP should be the primary drivers of this plan.

Finally, we encourage GTNP to develop a plan that is conceptually adaptive so that decisions can be guided by ongoing monitoring. The plan should have explicit monitoring indicators including specific thresholds and triggers for further action.

Do you have any comments about the fundamental resources and values for the Moose Wilson corridor as described in the newsletter?

The Alliance appreciates GTNP developing a plan to determine how best to provide appropriate opportunities for visitors to use, experience, and enjoy the MWC while protecting park resources.

The purposes of GTNP include preserving and protecting the spectacular scenery of the Teton Range and the valley of Jackson Hole, protecting a unique geologic landscape that supports abundant diverse native plants and animals and associated cultural resources, protecting wildlands and wildlife habitat within the Greater Yellowstone Area, including the migration route of the Jackson elk herd, and providing recreational, educational, and scientific opportunities compatible with these resources for enjoyment and inspiration.

It is not the purpose of GTNP to serve as a transportation corridor for people trying to drive across Teton County.

The MWC is rich with critical wildlife habitat and home to bears, birds, moose, elk, beavers, and many other species. As such, it's important to keep in mind the Jackson/Teton County Comprehensive Plan specifically states it, "is not the goal of the community to overextend our resources or jurisdiction into adjacent communities or State and Federally managed lands." (Policy 3.5.b: Strive not to export impacts to other jurisdictions in the region).

Private development in Teton County and the associated desire from people to use the Moose-Wilson Road as a transportation corridor should not serve as an influencing factor in the Moose-Wilson Corridor Comprehensive Management Plan. This is an issue for consideration by Teton County in its Integrated Transportation Plan, which will analyze transportation corridors under county jurisdiction.

What aspects of the Moose-Wilson corridor do you hope will continue into the future? What changes would you like to be made in the corridor for the future?

The Alliance hopes the MWC will:

- Remain one of the richest wildlife habitats in the GYE;
- Be a safe destination for people to visit this area of GTNP by foot, bicycle, and public transit;
- Not be treated as a transportation corridor for people trying to get around the county;
- Continue to provide access to the Granite and Death Canyon trailheads, as well as the LSR Preserve;
- See reduced vehicular traffic; and
- Become a national model for reducing human-wildlife conflicts.

What other comments or suggestions do you have?

Again, the Alliance appreciates the opportunity to provide comments on the scoping phase of the Moose-Wilson Corridor Comprehensive Management Plan, and recommends GTNP focus the plan on protecting wildlife and wildlife habitat in the corridor, while making it easy and safe for people to visit the corridor on foot, bicycle, or public transit.

Sincerely,

Siva Sundaresan, Ph.D.
Wildlands Director
Jackson Hole Conservation Alliance
siva@jhalliance.org

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 326**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I most value the natural environment throughout the moose-wilson corridor. No matter what state of mind I enter the region, I always leave feeling better.

Topic Question 2:
The current situation is not safe for non-motorized visitors.

Topic Question 3:
The fundamental values as stated in the newsletter are all well and fine. However, too many cars, particularly cars parked along the road at animal jams are not a desirable character of the corridor. The effect is one of an animal safari park, not of a National Park.

Topic Question 4:
Maintain the natural corridor in it's current state.
Continue with the planned road realignment and southern pathway segment as identified in the 2007 ROD. Use, or improve the topography of the sage meadow to design the new alignment to keep speed slow, thus maintaining the rural nature of the road. Add parking east of the beaver pond and trails/walkways to view the ponds and the berry hill further west. Require people to get out of their cars to view wildlife, thus decreasing human impacts.
Add a separated pathway north of LSR to Moose.

Topic Question 5:
The corridor is best experienced on foot, skis or by bike. Encourage people to get out of there cars in order to truly experience what the area has to offer.

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To accomplish this, safety for non motorized users need to be improved by a continuous pathway from the SW entrance to Moose.

Comments:

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Topic Question 1:

Without a doubt, the incredible opportunities to view wildlife and the easy access to spectacular backcountry recreation (hiking, fishing, skiing, etc) make the Moose-Wilson corridor an invaluable resource to me, the park, and the community. Outside of a few other places in Grand Teton and Yellowstone National Parks, the Moose-Wilson corridor may offer some of the best wildlife viewing opportunities in the region, especially when you consider the diversity of species that inhabit the area (moose, elk, mule deer, beaver, red fox, coyote, gray wolf, black and grizzly bear, owls, raptors, waterfowl, and songbirds). Add in the diversity of recreational opportunities (from fly fishing Phelps Lake to hiking on the Death Canyon shelf), and it's clear what makes this area special. While these are the only values the National Park Service is legally mandated to protect, I am also of the opinion that these are the only values they should be concerned with protecting (from an ethical standpoint).

Topic Question 2:

I have three major concerns with the current trajectory of the Moose-Wilson road and it's management:

1) Increasing Commercialization: The proliferation of "wildlife tours" traveling the corridor (and the whole park, for that matter) over the last few years has been staggering. As someone who drove the Moose-Wilson road almost daily for the last five years, the increase in these tours was noticeable and disturbing. Very rarely did these "guides" follow NPS rules and regulations, and some of the information they gave to clients was wildly inaccurate and in some cases completely fabricated. The park does not exist to be commercialized, and it is not the park's responsibility to provide "commercial opportunities" to local businesses. It is especially unfortunate that such a precious area in the park is being rapidly commercialized and exploited. With new CUA's being awarded every year to businesses of this nature, I fear that conditions along the Moose-Wilson can only get worse.

2) Increasing use as a commuter route: In recent years, it has also become increasingly obvious that the Moose-

Wilson road is now seen as a vital roadway for commuting and transportation. Some of the opinions being expressed by local businesses and politicians are worrying, and the belief amongst the community that the Moose-Wilson is a "county road" or "commuter route" is a dangerous threat to park resources. Hotels in Teton Village should not be hauling clients to the airport via the Moose-Wilson road; especially since they are not paying any sort of CUA/concession fee to do so. This is just one example of the abuse of the corridor. Grand Teton National Park should do everything in their power to limit through-traffic on the road, and they should be aware that a large majority of constituents agree with this stance, despite the rumblings in the media by outspoken locals with a gross overestimation of their own self-worth.

3) Local demand for a pathway: Perhaps the biggest concern of mine is the pressure currently being placed on the park to construct a pathway along the road. There is simply no need to do this. The park already has ample opportunities for cyclists and other users to enjoy pathways, and given the Moose-Wilson corridor's incredible value as wildlife habitat, a pathway would be a major disturbance. The park can not bow to pressure from one interest group who are selfishly exploiting the tragic death of a teenager to advance their agenda. To do so would be extremely arbitrary and capricious. Photographers haven't been provided blinds to take photos in; climbers can't place bolts or pitons in rock; boaters aren't allowed to put-in wherever they like. And rightly so. So why should the park continuously meet the demands of one user group? There are already ample and safe cycling opportunities in Grand Teton National Park.

Topic Question 3:

I believe that I have adequately addressed this question in my responses to the previous questions.

Topic Question 4:

I am hopeful that Grand Teton National Park will continue to manage the area for its outstanding natural, scenic, and recreational values. I believe that the park already does a largely excellent job of preserving these values, as evidenced by the careful stewardship of the Laurance S. Rockefeller Preserve and the vigilance of the park's Wildlife Brigade and Law Enforcement officers. These efforts have helped maintain the unique character of the corridor and have contributed immensely to the visitor experience in Grand Teton National Park.

As alluded to earlier, however, it is extremely important that exploitation of the corridor for commercial use and "local interests" be restricted as much as possible. These uses are largely inappropriate, and they endanger the very values that make the corridor excellent; the very values the National Park Service is obligated by law to protect. It is important that Grand Teton National Park stand tall in the face of misguided criticism from opponents who ignore the mission of the NPS, and who would have their selfish interests placed above those of the general public.

Topic Question 5:

A worrying trend is emerging at the Laurance S. Rockefeller Preserve and the Phelps Lake area, where over the last two to three years, an increasing number of recreational visits in the summer are by locals who hike into the "Jump Rock" at Phelps Lake, often with alcohol, loud music, and sometimes even pets in hand. While parts of this issue are by no means illegal (even if they are in bad taste), many of them directly violate NPS regulations (public intoxication, endangering one's self, food storage violations, littering, etc). More importantly, this type of "recreation" has a direct impact on general visitor experience, and many summertime visitors to the lake are deeply disturbed and irritated by what occurs there. I know this changing pattern of use is something that deeply concerns managers in Grand Teton National Park, and I hope that the park will continue to monitor the situation and seek solutions that preserve a more appropriate form of use both of the Preserve and the Moose-Wilson corridor in general.

Comments:

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**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 328**

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Correspondence Information

Status: New	Park Correspondence Log:
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Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

At certain times of the year, the wildlife viewing, especially bears is spectacular. At the same time, it's important to have access to trailheads and the Lawrence Rockefeller preserve.

Topic Question 2:

Overuse, shortcut to the airport, dust and road condition. Pressure to construct a bike path.

Topic Question 3:

wildlife viewing is extraordinary.

Topic Question 4:

I hope overuse and pressure to construct a bikepath doesn't destroy the wildlife viewing.

Topic Question 5:

Bike paths are great in the appropriate places, but I have a concern about encouraging bikes and pedestrians where bears frequent. The bears will be sprayed and will probably learn to avoid the area, so the existing wildlife viewing will be lost.

Comments: I wish it wasn't so, but bears probably will not get accustomed to bikes. They'll either run away, or get sprayed and learn to avoid the area. Just last fall we watched black bears eating berries only a few feet from the road (from our car). Whenever people got out of their cars, you could tell the bears became more anxious. If it weren't for the wildlife issue, I'd be all for more bike paths, but I'm afraid this is a trade off. The wildlife viewing will suffer if bikes and people on foot are encouraged either by a separate bike path, or by paving the road.

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Access to the airport is not important to me, I don't think the road should be used as a shortcut to the airport.

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Topic Question 1:

The slow speed and unobtrusive nature of the road. I use all of the trail heads along the road in the summer and on either end in the winter so access is important. The fact that it isn't all about the big awe-inspiring views we enjoy everywhere else but more about the woods. It encourages more of a micro view of our area - the trees, plants and streams come into focus.

Topic Question 2:

Safety, the least disruption to wildlife and allowing for the most authentic experience you can. The slow speeds are important.

The opportunity is to do something forward-thinking like they do in Zion where bus service more than adequately allows for access while creating a very calm atmosphere. It enhances the safety of cyclists and pedestrians. It puts nature above humans but doesn't leave access out of the picture altogether.

Topic Question 3:

That is tough in that many of the Park Service's fundamental values seem so compromised. There is an airport in the Park - how does that fit in with fundamental values? I ski in the Park in the winter and since winter is such a quiet time of the year, it never ceases to amaze me how many planes are coming and going. It detracts from my experience. Human access has always had a higher priority than conservation, so strive to make it safe and as close to nature as possible. Experiencing the Moose Wilson road on foot, a bike or any non-motorized mode, is a much more authentic experience of the Park than in an SUV with tinted windows, AC and a nice stereo.

Topic Question 4:

I hope that it will remain a primarily recreational road in that it is not intended for transportation. I hope that if the

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road stays open to vehicles that a safe pathway is constructed for the entire length. Don't let a partial pathway become an attractive nuisance. You ride a bike on path thinking it's safe and beautiful and then you hit a section that is absolutely not safe. People are going to keep riding on the section without a path and yet the path will encourage more cyclists than there currently are. A partial pathway will make the problem of safety much worse - I've seen that in many places.

Topic Question 5:

The idea that appeals to me the most is to leave the road as is, close it to through traffic in the busiest summer months and provide bus shuttle access. I think this option needs to be on the table. Buses could go from either end on regular schedules with a turnaround at the Rockefeller Center since they wouldn't need the parking area. Parking is already available in Moose, and there would have to be additional parking somewhere on the south end. Bikes and pedestrians could enjoy the peacefulness and could even walk between bus stops. It works so well in other places with no negative impacts to access.

Comments:

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Topic Question 1:

I value the opportunity to walk, hike, run and bike in this area, and experience the beautiful sounds and scenes of GTNP. I appreciate the rural and winding nature of the Moose-Wilson road.

Topic Question 2:

I think there is a great opportunity right now to facilitate less car traffic and safer non-motorized travel in the Moose-Wilson corridor by including a pathway from the Granite guard station to Moose. Please provide this missing link to the GTNP and Teton County pathways system; it will ensure much greater safety for those of us who enjoy the park from outside of a vehicle, as well as inspire many more visitors to get out and experience the Park in a more natural setting. The Moose-Wilson road is an important and historic travel route which should be kept open for summer Park visitors, but because of its narrow features, it is not a safe place to travel by foot or bike. A separate pathway would make the road a lot safer for everyone - drivers and walkers.

Topic Question 3:

I believe the Park has a mandate to protect and preserve resources while also encouraging public appreciation and access to those resources. The Park can create better appreciation for the Moose-Wilson corridor by encouraging people to drive slowly on the M-W Road AND by encouraging non-motorized travel.

Topic Question 4:

I hope that GTNP will keep the slow and windy nature of the Moose-Wilson road for automobile traffic. I hope they will enhance the safety and public experience of this corridor by adding a complete pathway.

Topic Question 5:

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The best way to ensure future appreciation and care of GTNP resources is to encourage future stewards of the Park. The way to a kids heart is through hands-on experience - a walk with the sounds of water, wind and birds - the rush of clean Park air on their face as they glide on their bike. If you really want children to grow up and love THEIR parks, then make OUR Parks safe and a place they remember - from the seat of a bike, the back of a horse or on their own two feet. Thank you for your work to ensure a safe and memorable experience in the M-W Corridor.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
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Author Information

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/05/2014 Date Received: 02/05/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

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Topic Question 1:
See comments below

Comments: Moose-Wilson Road

We have been coming to JH for over 40 years and have had a house in Moose for almost 30 years. We have used the Moose-Wilson road regularly for wild life viewing and for getting from Moose to the village in the summer. Our observations are that at least one half of the traffic is local commuters.

It seems to us that Teton County commissioners who think that the Moose-Wilson road should be part of their transportation plan is, at the minimum, presumptuous. Clearly, the road is on Park land and, as such, is not theirs to use or control. The narrow dirt road is not suitable for part of the general County road system, and the Park has no obligation or responsibility to make the road suitable for County purposes.

It is also clear that the presence of grizzly bears has increased in recent years to the point where safety is an issue. The Park has already closed the road on several occasions to protect visitors and bears. So the thought of building a bike path in the corridor "in order to complete a grand loop" ignores the obvious. Bike riders (in all forms and ages) and pedestrians would become silent moving targets for bears. One can easily foresee the lawsuits when the first rider is mauled or killed by a grizzly bear.

Neither the County Transportation Plan or a bike/pedestrian path should be part of the Park Moose-Wilson Road corridor decision.

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[REDACTED]

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Correspondence Text

Topic Question 1:

I have lived in the valley for 31 years where I have worked as a freelance nature photographer, writer, and educator. For the last two summers, I spent considerable time photographing wildlife and habitat at the beaver pond and along the road between Moose and Rockefeller Preserve. It is a rich and diverse habitat that should be protected and enjoyed by visitors. It is an ideal place to experience the importance of wetlands in our ecosystems and to observe the diversity and interactions of plants and wildlife in a riparian area.

Two summers ago on many evenings, I stood with numerous families along the pond to observe the activities of a large beaver family. The children were able to watch the many behaviors that they have learned about in their textbooks. It was done without harming the animals and with respect. We were all thrilled and very appreciative of the opportunity to see beavers going about their lives.

Topic Question 2:

Issue one:

How does the park protect the environment and the species that occupy it.

Issue two:

Is it possible to allow visitors to observe and enjoy watching wildlife in the corridor while simultaneously protecting the habitat and the wildlife as well as keeping visitors safe. If yes, what are the best strategies to accomplish these goals.

Topic Question 3:

I believe that when someone has first-hand experiences in observing and enjoying wildlife and their habitats, that they come away with a deeper appreciation of all species and the roles that they play in the ecosystem as well as the importance of the preservation of all species and their habitats. Moose Wilson corridor provides incredible opportunities for such outcomes.

Topic Question 4:

In my opinion, the best solution to the traffic, excessive speeding, and using the road as a freeway to and from Teton Village to the airport and other places of business is to make it a two-way road from the village to the preserve and from Moose to the preserve. This would prevent through traffic yet provide access to the preserve and give visitors opportunities to enjoy beauty and wildlife along the way.

I know this option has been taken off the table, but I believe it is the best solution to stop the use of the road as a thoroughfare, yet provide a rare opportunity for park visitors to experience the environment and its inhabitants. I would like to see this option reopened to public opinion.

Topic Question 5:

I am strongly opposed to the creation of a bike path under any circumstances, especially if automobile traffic is eliminated. If the road is going to be closed to prevent disturbance, then it should be closed to bicycles as well as automobiles. I think cyclists, walkers, and joggers disturb wildlife as much as automobiles if not more.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 333**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Seeing the wildlife, enjoying the beautiful scenery.

Topic Question 2:
Too much traffic, not enough enforcement, no safe pullouts, no bike path.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 334

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Elk bugling in the Fall, moose nibbling on willows & aspen, bears harvesting berries, mule deer peering out from the forest are the richest experiences I associate with years of spending in the area. Those experiences happened mostly early morning or late in the evening when not only is it their time, but also when there was minimal traffic. Minimal traffic being the pivotal key!

Topic Question 2:

The most important issue is everyone wanting their personal or group desires met. The wildlife have no voice. They appear to be pretty savy to human intervention, but to add to what already has grown to an overgrown corridor of traffic seems a recipe for disaster in regard to preserving some remaining habitat that at least appears to be wild. Access to trailheads & parking is critical. That issue will not go away, but to widen roads, allow excessive speeds, & create pathways beyond established Park trails is not what I envision as an improvement, nor can I endorse those ideas.

Topic Question 4:

The aspect of traveling a road that maintains a sense of the past would be golden. Access should keep the Park experience, not create features that encourage more & faster travel. Envisioning vigorous enforcement of speed is perhaps not possible with limited staff. There is a main highway if one's effort is to get somewhere in a time frame. The road should be not one of getting from point A to B as hastily as possible it should be a road to amble.

Topic Question 5:

I do favor the 2 way road, keeps one alert. Educating travelers at the Park (TV) entrance about the corridors purpose might deter false expectations of a rapid

cruise.

For me as a former vacationer & for many years a resident, less is more. I don't view the corridor as a transportation feature. It is a Park experience. I've had an Alltrans bus honk & pass me on the road to speed on out of sight.

Maybe, like the Rockefeller Preserve limits cars, the road should bear only so many cars per time period. Issue permits or passes.

Thank you for the opportunity to comment.

To be brief, I liked Jack Turner's letter to the JH News 2.5.14: Moose-Wilson Abused

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 335**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I love the adventure of what will we see when we travel from TV to Moose. It is about seeing wildlife, not taking a short cut!

Topic Question 2:

GTNP is the people's park. Keep it that way. It is so annoying to have people behind the traffic jam trying to rush others along.

Topic Question 4:

I would like to see this as "road friendly" to wildlife and it would be great if access were more bike friendly. Many of us would ride our bikes instead of driving if it were safer.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 336**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Experiencing the wildlife, the beauty of the area, and the peacefulness of the surroundings.

- Topic Question 2:
1. Speed with which people drive
 2. People utilizing corridor for personal convenience rather than to experience the area.
 3. I would prefer not to see large vehicles (motor homes, buses) on that road.

Topic Question 3:
I appreciate the suggestion that people be quizzed on their reasons for utilizing the Moose-Wilson road. I am not in favor of moving to public transportation as a requirement (other than walking or biking)for accessing the corridor. Buses are too large and destroy the personal experience! I favor biking since my first experiences with the corridor were on a bike (back when traffic wasn't a problem.)

Topic Question 4:
I am hopeful the area can be kept scenic and not treated as a freeway for quick movement from point A to point B within the valley.

Topic Question 5:
Hopefully you're not going to turn it into a "take a number" to "have the experience" situation!

Comments: I'm really confused by the "member" or "official representative" designation above!

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 337**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The possibility of seeing and photographing wildlife.
The habitats it passes through: mixed coniferous forest with aspen glades, and wetlands.
The intimacy of the route - - that is, relatively low traffic, forested habitat and narrow corridor provides a unique experience within Grand Teton.

Topic Question 2:
Ever-increasing traffic and traffic speed, wildlife safety, bicycle and pedestrian safety, wildlife jams and visitor safety, road condition, lack of pullouts, blind curves.

Topic Question 4:
Protection of wildlife and wildlife habitat should be paramount, including the beaver ponds and foraging habitat for bears. I would like to see safe wildlife viewing and photography opportunities - - safe viewing areas established, side trails, roadside pullouts, and intelligent traffic control during wildlife jams.
I would like to see some of the user-created trails better managed, and much of the visitor damage to wildlife "hotspots" (e.g. the moose/beaver ponds) mitigated.
I would also like to see the bike/pedestrian path extended from the South Entrance through to Moose in a way that would allow a safe pathway that does not impact wildlife habitat or put wildlife at risk.
Keep speed limits very low and include speed control into the design in any way possible, including very low speed limits and speed bumps.

Topic Question 5:
I'm in favor of re-routing the road away from the riparian area and beaver ponds so that it follows the old powerline corridor.

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Please keep traffic volume and speed low - - limit and enforce vehicle size (even some tour company vans are too big).

Anything that can be done to slow traffic volume and speed would be welcome. Indeed, a 15 or 20 mph speed limit would be appropriate for this route. This road should NOT be used as a thoroughfare or commuter road.

Address blind curves and the night-time "rush hour" traffic - - I've nearly had head-on collisions on several occasions because of drivers traveling well over the speed limit and "taking their half out of the middle." I've also witnessed mule deer and elk leaping from the roadside as vehicles sped by, oblivious to the wildlife.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 338**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
wildlife corridor, biking path, access to park and murie center

Topic Question 2:
safe biking path

Topic Question 3:
should be available for multiple uses - - not simply convenient car route between village and moose

Topic Question 4:
would like to see better path for bicycle use

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 339**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Scenery, hiking Laurance Rockefeller Preserve, wildlife.

Topic Question 2:
Protection of park resources, particularly wildlife, from ever increasing traffic and recreational demands in the corridor. Adaptive management is needed.

Topic Question 3:
See personal comments below.

Topic Question 4:
LIMIT vehicles to protect wildlife and riparian corridor. Suggest no thru traffic. See comments below.

Topic Question 5:
This fragile riparian corridor doesn't need a strip of asphalt bisecting its length. If studies verify a pathway in the corridor would not negatively impact park resources, run a Class 1 pathway (i.e. expanded shoulder) along the roadway.

Comments: Thank you for the opportunity to offer comments on adaptive management of the Moose-Wilson Road.

Grand Teton National Park and its incomparable resources belong to all Americans and should be managed as such. GTNP will face considerable political pressure from recreational and local business interests, and Teton County officials seeking to solve self-imposed transportation/traffic problems. I am relying on the National Park Service to not bend to these pressures, but arrive at a fact-based decision in-line with resource and wildlife protection.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Vehicular Traffic

Teton County officials have done a poor job linking development to transportation needs, refusing to publically release projected traffic increases/road expansion over a period of decades. Nowhere is the result more apparent than along Teton Village Road, where a surge of high-end residential developments and hundreds of new lodging units have created so much additional traffic that the Wyoming Department of Transportation recently announced Wyoming Highways 22 and 390 (Teton Village Road) would be expanded to four-lanes IN SPITE OF AN EXISTING, DEVELOPED MASS TRANSIT SYSTEM.

Further, with the advent of GPS/smart phones, visitors who fly into the area are directed to Moose-Wilson road as the shortest route to Teton Village.

Both call into question the conclusion of Montana State University's 2006 Western Transportation Institute's draft Moose-Wilson Corridor Adaptive Management Plan, which projected the 1,700 cars that drove the road each day in 1991 would increase to 3,600 by 2025. Given the vast increase in development in Teton Village, aggressive marketing by Teton Village businesses of their proximity to the Granite Creek entrance, and technology directing people to the road, I believe it will be far greater.

It is clear from the 2007 Record of Decision that adaptive management is ALREADY needed to protect park resources. The suggested solutions from Teton County and Town of Jackson elected officials include directing traffic to other roads, working with the park to initiate a mass transit system to relieve traffic loads and, if needed "20 or 30 years" down the road, have the park assess other options. First, it is a bit arrogant on the part of Teton County/Town of Jackson officials to assume they are in the driver's seat in directing corridor management. Second, this is the inadequate kick-the-can-down-the-road response our elected officials have relied on for years. "Let's try this and see what happens" is not best management practice. Allowing ever increasing traffic on Moose-Wilson Road-with corresponding growing dependence on the road by Teton Village businesses-will result in the same nightmare that occurred in Yellowstone National Park, where it took over two decades to unwind deleterious winter snowmobile use.

Teton County recently hired Jim Charlier of Charlier Associates to conduct a \$200,000 transportation study on its behalf. Interestingly, a major focus along Teton Village Road is use of the Moose-Wilson corridor, and not county traffic solutions outside of the park, including Spring Gulch Road and a north bridge. I would view Mr. Charlier's eventual conclusions with the same healthy skepticism as the deductions of scientists hired by tobacco companies to determine if their product is harmful.

Corridor Bike pathways

I cycle and have enjoyed the paths in the park. I do not, however, support pathways in the corridor if research indicates they would negatively impact scenic, riparian and wildlife resources. The corridor possesses a different character and considerations than other areas of the park, and should be treated accordingly. The park has regulated other forms of recreation: bicycle use should not be the exception.

I hope the park considers restricting traffic from Teton Village to a shuttle that ends at Laurance Rockefeller Preserve. From the north, allow two-way traffic to LRP. The road could be opened in the event of a county-wide or park emergency. Without through-traffic, this may reduce vehicular use enough that cycling could be safely allowed along an expanded Class I shoulder IF wildlife and land conservation research indicates it would not negatively impact park resources.

Thank you for the opportunity to comment.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 340**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Trail access to Granite, Open, Death canyons, Stewarts Draw, Phelps Lake.
Low speed, quiet, alternative access to Moose and points north.
Bears hanging from trees.

Topic Question 2:

Private motor vehicles. Examine the experiences of the other major western parks that restrict private motorized traffic in favor of shuttles and non-motorized pathways.

Topic Question 3:

With incredible diversity and compact space, the need to share is paramount.

Topic Question 4:

Bears hanging from trees.
Quiet access.
Ecological diversity.
This is the perfect spot to try limiting private vehicles, while allowing unlimited human access. Shuttles running from Moose to Granite parking area could serve Death canyon, The Rockefeller Preserve, and the Wittmer National Daffodil Beds. Minimally maintain the old road as a pathway.

Topic Question 5:

The Park and county should cooperate to build a "north bridge" connecting U.S. 26-89-191, and Wyo. 390. This would cross just south of the airport, and continue roughly along the alignments of Zenith Drive and Range Road.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

This might keep the number of NIMBYs with expensive lawyers to a minimum compared to a Sagebrush Drive route.

Comments: Beginning in the 70s, I have done a lot of work on the Moose-Wilson road. I have been sweeping the chimnies from R Lazy S to the Murie Compound. This included the Whitegrass and JY as well as several inholdings. The last place left was a family cabin inholding under Buck Mtn. accessed by the Whitegrass Road. That was a few years back and I don't know if it is still there. nobody actually lives on the road anymore, or needs it to drive their cows through.

In Yellowstone, a similar road would be the old Fountain Flats Freight Road, which parallels the loop road north of Old Faithful. The south 2/3 is non-motorized, while the north part is multi purpose pavement. It is bypassed by the highway one mile east. An option could be to allow private vehicles as far as the LSR Preserve from the north, and minimally maintaining the existing road as a pathway to the south. A shuttle system and non-motor corridor would be better, but it hinges on a north bridge

Animals and quiet corners of the park do not exist in combination with unlimited private motor vehicles. Cooperate with the county to bypass the Moose-Wilson corridor.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 341**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Quiet, isolation and wildlife.

Topic Question 2:
The issues are many without the need for me to elaborate.

Topic Question 3:
I believe that the park already is aware of the fundamental resources. Values input I'm sure has been monumental from the local, regional, and national/international visitors.

Topic Question 4:
User safety, Wildlife safety and security, adequate public access to the backcountry and frontcountry for non-motorized access.

Topic Question 5:
See below.

Comments: My ideal would be a corridor mostly free of motor vehicles.

We survive quite well with the corridor closed to vehicle now for 7-8 months of the year.

I would most like to see improved parking on each end of the corridor Granite Canyon & Moose, improved pedestrian and cyclist access along the corridor, AND

For the road to be closed to private vehicles throughout the Summer.

Access to TH's and the LSR Preserve could be accomplished by a NPS managed free shuttle from to and from Moose (and possibly Granite Canyon as well) at reasonable intervals during the day (with an early and late shuttle available to climbers and backcountry users).

Closures to pedestrians and cyclists would need to occur, as they do now, due to bear usage and presence throughout the corridor. This would be monitored and reported by the shuttle drivers, as well as pedestrian and cyclist reports.

This plan would alleviate the crowding and parking problems at the LSR Reserve, and would be an opportunity for GTNP to be a trendsetter (as Yosemite, Zion and Denali Parks have successfully demonstrated).

It's a win-win for wildlife and everyone except the taxi drivers using the road between the Airport - Teton Village, and an acceptable "inconvenience" for those of us on the Westbank of the Valley, who want to access the park from Moose North.

It would solve many current traffic problems, and be a remarkable benefit to visitors and wildlife currently using the corridor.

Thanks for consideration of what I consider "the solution".

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 342**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
a beautiful slow winding road that allows you to see wildlife, and enjoy the scenery. It is a great way to do a loop drive in the park, and see another view

Topic Question 2:
The current road is great and traffic pattern should be left as is.

Topic Question 3:
I do not believe the road should be made one way. there are many times I will drive from Teton Village to Moose then do the park, and other times I will do the reverse. It is nice to have the option instead of just driving up the highway and back. Especially if I have company in town we may do a day in the park and come back at last light and go to Teton Village for dinner.

Topic Question 4:
2 way road
some more pullouts so cars can park, or let others who want to go faster pass

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 343**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I value the access that the road provides into the canyons and backcountry of the southern Teton Range. For 30 years I have used the Granite Canyon and Death Canyon trailheads for access to wonderful hikes and ski adventures. More recently, I have enjoyed access to the E. side of Phelps Lake provided through the L. R. Preserve.

I do not travel that corridor with the sole intent of seeing wildlife. Despite it's reputation as a wildlife rich area, I rarely see animals there.

Topic Question 2:

Increased motor vehicle traffic is my most significant concern. I am amazed that there have not been more accidents on that road.

I do think that a safe, continuous bike path would be a great addition to that route (as a recreational opportunity more than a means to reduce vehicle use). Any way that we can help folks enjoy the park away from their cars is great.

I respect the concerns about impacts humans (car, bike, foot) may have on area wildlife, and safety concerns that may come up with bears using that corridor more frequently. GTNP deals with these issues effectively in many park sites.

Topic Question 4:

I hope that there will continue to be reasonable access to trails that take off from that road.

I would like the road to "look like" a route that has been designed to serve the park's interpretive and stewardship mission, rather than just a shortcut from Teton Vg. to Moose.

Topic Question 5:

If the road is open to vehicles, I suggest restricting some types of commercial vehicles (including wildlife trips), and providing a few good pull-outs or parking areas (with interp. info and safety messages) so that folks can look for animals without the "distraction" of driving. A pathway linking pull-outs would get people out on foot, and/or let them sit and enjoy the corridor at a slower pace.

I would not support adding more lanes, or widening the road to enable more vehicles or faster speeds. Efficient traffic flow is not the priority for that road.

I suggest that since it is primarily a park road, "gated" on the south end, the access on the north end could be moved to require park entrance. This would cut down on the number of cars using it as strictly a commute route, and the number of cyclists using it for training rides.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 344**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Automobile access to Granite T'head (summer and winter), Death Canyon T'head (summer), Death Canyon Rd. (winter)and LSR Parking (summer). Happy to ski to LSR trails from Granite or Death Canyon Rd. in winter. I value the non-motoriaed experience once I access those locations with my car.

Topic Question 2:
Impact of increasing traffic (especialy thru traffic) on wildlife.

Topic Question 4:
Continue automobile access to Granite T'head year-round.
Continue automobile access to Death Canyon T'head in summer; Death Canyon Rd. in winter.
Continue auto access to LSR in Summer.
CHANGE: Consider closing road to thru traffic in summer as well as winter - - summer closure would be from Granite T'head north to LSR - - LSR access only from north.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 345**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Viewing wildlife is what the Moose-Wilson corridor should primarily be about and it's use a a transportation route should be secondary. Please do every thing possible to preserve this area, even closing it to vehicles if necessary.

Topic Question 2:
Excessive vehicle traffic is runing this very important corridor.

Topic Question 4:
Close or severely limit the number and/or speed of vehicles using the Moose-Wilson road.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 346**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I enjoy a slow, peaceful drive looking for wildlife and enjoying the scenery. I usually drive friends and family visiting the area that way up into GTNP.

Topic Question 2:

Any issue involving widening the road, making it more of a major thoroughfare to accommodate people simply using it as a means to pass through Teton County should be rejected.

Topic Question 3:

Quiet, serene, peaceful. A great place for wildlife to hang-out and not feel threatened.

Topic Question 4:

No changes, except maybe smooth-out the really rough patches. Other than that, leave it as-is.

Topic Question 5:

"Growth for the sake of growth is the ideology of the cancer cell" ~ Edward Abbey

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 347**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I enjoy the peace and quiet, the wildlife, vegetation and low traffic.

Topic Question 2:
I am concerned about any efforts to increase traffic on this corridor.

Topic Question 3:
I would like to see the resource values maintained as they have been in the past.

Topic Question 4:
Maintain existing resource qualities of clean air, clean water, wildlife, peace and quiet by making no changes to the corridor.

Topic Question 5:
Reduce and enforce speed limit to encourage safe driving and reduce vehicle collisions with wildlife.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 348**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/05/2014 Date Received: 02/05/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Introduction

Teton County and the Town of Jackson appreciate the opportunity to provide comments on the notice of intent and scoping newsletter for the Moose-Wilson Road Corridor Management Plan. The local government jurisdictions have a long-standing and positive relationship with Grand Teton National Park (GTNP) and the Board of County Commissioners (Commission) and the Jackson Town Council (Council) looks forward to working with GTNP to find the best solutions for the public and for wildlife along the Moose- Wilson Road.

The Commission and Council make a number of points in these comments that are briefly summarized in this introduction. First, the Purpose and Need and the Proposed Action should be narrowly construed and use the 2007 EIS and ROD as the basis for further actions. Specifically, GTNP should include realigning the north end of the road and completing the pathway from Teton Village to Laurance S. Rockefeller preserve (LSR) as the basis upon which to build new actions and alternatives. The Proposed Action should not consider widening or increasing vehicle speed on the Moose-Wilson Road.

Secondly, we ask GTNP to recognize the historical significance and long tradition of access the southwest gateway has provided the public. All measures must be taken maintain two-way traffic while keeping traffic numbers low and maintaining a positive visitor experience. To meet the goal of balancing park resources with maintaining the historic public access, the Council and Commission recommend that the Proposed Action include an adaptive management plan with clear, measurable goals based on a rational analysis about traffic volume that may or may not degrade the visitors experience. The plan should be based on factual information regarding the traffic volume over the last five years and whether that volume provides a baseline for future action. The plan should allow for incremental changes in policy to meet the traffic goals. Road closure seems an unnecessarily impactful method to meet the goals of low traffic volume and positive visitor experience, at least in the near term.

Third, the Proposed Action should include a complete pathway along the Moose-Wilson Road to address public safety and improve the visitor experience. Non-motorized bike and pedestrian use on the Moose-Wilson Road is a long-established use that has been increasing with the construction of new pathways. The new EIS should focus on how to make the corridor safe and how to improve the visitors experience for all users: pedestrian, bicycle and vehicle. With world class pathways on both ends of the Moose-Wilson Road, the missing link will continue to put pedestrians and cyclists on the road, creating more safety issues. In a national park that has already seen two tragic deaths of cyclists hit by cars where there was no pathway, GTNP must include pedestrian and bike facilities in the Proposed Action. GTNP can manage human-wildlife conflicts along this pathway as it does throughout GTNP and any construction impacts can be mitigated.

Fourth, the EIS should not consider transit on the Moose-Wilson Road in isolation of a pending broader, park-wide transit plan. The Council and Commission strongly supports shuttle buses and pathways throughout GTNP to minimize vehicle traffic, minimize the need for expanding roads and parking areas, increase and improve visitors experiences, and decrease impacts on wildlife. However, the Moose-Wilson road is too small a study area for any meaningful transit solution in isolation of broader transit considerations. Teton County has offered to participate and partner with GTNP in the past on transit solutions and renews that offer here: jointly with the Town of Jackson, we welcome opportunities to develop a park-wide transit plan that could integrate with the valley START system for improved community and visitor service.

Finally, the Commission and Council continue to hear from park staff about the danger grizzly bears poses for non-motorized visitors along the Moose-Wilson Road. We too share concern for all public and wildlife safety issues. Humans and bears interact throughout GTNP and the park does an excellent job minimizing conflicts. We recognize that the Moose-Wilson Road runs through heavy timber and may require some unique design elements to improve line of sight. However, because the density of bears in this area is not likely to be higher than other parts of GTNP, it is unclear how cyclist and pedestrians are more at risk along the Moose-Wilson Road as compared to the areas around Jenny Lake and Signal Mountain. We encourage GTNP to analyze how existing grizzly/human management efforts could be utilized to address any unique considerations necessary for the Moose-Wilson. Limiting bike and pedestrian access and facilities along the Moose-Wilson Road could broadly affect the Department of Interiors policies for recreational use throughout bear country, including Yellowstone National Park, Glacier National Park and other western public lands.

Scoping Issues

The Commission and Council are concerned that GTNP did not follow its own handbook and basic standards for the NEPA process, which makes the process very difficult for the public to engage in scoping. There is no statement of the need for a change to the existing situation or the presence of a stated Proposed Action to fulfill the identified need. The public is left to invent problems and solutions, rather than comment on proposed actions. While we believe that there are important infrastructure and management decisions needed for maintaining the long-term integrity of the Moose-Wilson Road, we have concerns that this NEPA process will lead to the adoption and implementation of an arbitrary decision that is not founded in straight-forward public involvement or technical analysis.

Here is a short list of the many procedural questions raised by the Notice of Intent and the scoping newsletter:

1. The NOI did not follow the guidelines set out by the NPS for NEPA compliance in their own compliance manual. There is no stated Purpose and Need for implementing change to the existing environment.
2. The 2007 FEIS stated that those actions identified as part of the ROD were to be considered part of the existing environment and any new NEPA was to be tiered from the 2007 EIS, but neither the NOI nor the scoping newsletter recognized the 2007 ROD.
3. There is no Proposed Action for this project and no description of the processes to define the Proposed Action.
4. One of the main purposes of scoping is to identify alternatives or at least the components of alternatives. Without a Proposed Action identified, GTNP has no basis for defining possible alternatives.

5. If there is a second round of scoping once the Purpose and Need, and Proposed Action are identified, will the scoping comments submitted in this apparently premature process be recognized or will they necessarily be ignored since they would have been based on a speculative action?
6. There are no criteria to identify a significant impact. The scoping process should have defined adequate mitigation to bring a potential impact to the level of non-significance.
7. There is no definition of the status for the existing part of the Record of Decision from the 2007 Transportation Plan that authorized both the relocation of the road and the building a bike path from the Granite Canyon Entrance to the LSR Preserve.

The Commission and Council appreciate early public involvement in implementing the NEPA but without a coherent proposal or even a clear statement of why a change is needed and to what purpose, it is very unclear what public input GTNP is looking to receive.

The Commission and Council continue to request a narrow study area and scope. The expansive scope and vague scoping questions force the public to speculate as to the range of Grand Teton National Parks solutions. After meeting with Superintendent Scott and Regional Director Wessels in 2013 we expected a narrowly construed NEPA process that would consider how to include a pathway along the north section of the road and a proposed action that provided clarity and detail to the 2007 GTNP Transportation Plan Record of Decision. We continue to request that the 2007 ROD be the basis for the analysis. The analysis should include an adaptive management plan address traffic concerns and bike and pedestrian facilities from LSR to Moose. The 2007 NEPA process was extensive and expensive and it should be augmented based on new information about traffic, bike and pedestrian uses and new information about wildlife changes.

Suggested Proposed Action

In the interest of clarity, the Commission and Council propose the following Need and Purpose and Proposed Action for the park to consider.

Suggested Need

The purpose and need should set a goal of establishing maximum traffic volumes on the Moose-Wilson Road to maintain positive visitor experiences without disrupting historic uses and public access, and then identifying the best strategies for managing travel demand to meet those volumes. The purpose and need should also set a goal of providing safe bicycle and pedestrian access along the Moose Wilson Road.

Suggested Purpose

The purpose of the project is to: (1) develop adaptive management policies to manage traffic along the Moose-Wilson road in a manner that maintains the visitor experience, minimizes traffic growth, reduces vehicle impacts on wildlife resources, and allows continued two-way traffic, (2) authorize realignment and construction of portions of Moose-Wilson Road to separate vehicle traffic from sensitive wildlife habitat; develop designated pullouts, walk ways and wildlife viewing areas on the east side of the beaver ponds, and (3) accommodate non-motorized bicycle and pedestrian amenities along the full length of the Moose-Wilson Road.

Explanation of Adaptive Management Proposal

The Moose-Wilson Road has been - and should remain - a narrow, winding, rural road connecting Moose with west side of the Snake River. The road has provided public access and served as an important gateway to the Tetons for 120 years. Through the NEPA process, GTNP can improve public safety along the road, while reducing visitor and wildlife conflicts and maintaining its slow, rural character.

The Commission and Council recognize that increased traffic on the road can undermine the visitor experience and could degrade wildlife resources. We support the development of an adaptive management plan with policies

designed to meet measurable outcomes, such as quantitative metrics that gauge visitor experience or vehicles per hour. Using traffic volumes over the last five years would provide a factual metric that everyone can understand. Is that traffic volume an acceptable starting point, and are there periods during the summer days when traffic becomes so heavy that visitor enjoyment is diminished? The plan would then identify the periods, times of day, or seasons where current uses do not meet the goals. Next, the plan would then develop a set of incremental policy changes or demand management plans to meet the goals. If the policy changes do not cause change in traffic patterns to meet the goals, or lead to other unintended consequences, then GTNP would adapt its policies to achieve the desired outcomes.

The Commission and Council continue to hear from GTNP staff that road closure is considered the primary solution to concerns about traffic on the road. We suggest that this is a heavy-handed management approach where incremental changes and simpler tools may be more effective. Furthermore, the problem, to the degree that it exists and can be defined, may be isolated to a short, peak use period during the summer. Simpler adaptive management policies may include maintaining a narrow, paved surface, partnering with the town and county to direct traffic that is not park related to other routes, partnering with START to provide transit solutions between Teton Village and GTNP, relocating the north end of the road to be controlled by a park gate and implementing intelligent transportation system (ITS) signage and monitoring. GTNP can also encourage transit and non-motorized transportation that both reduce traffic and engage generations of stewards of national parks and public lands simply by getting visitors out of their cars. These are a few of many adaptive management policies that should be applied, tested and measured, long before GTNP resorts to the drastic measure of road closure.

It is possible that these smaller adaptive management policies will not achieve the desired outcomes over time (20 years). If they do not, then GTNP should consider more aggressive adaptive management techniques, such as one-way traffic at certain times of year or during peak use periods.

Explanation of the Realignment Proposal

The Commission and Council continue to assume that realignment of the north end of Moose-Wilson Road will be pursued consistent with the 2007 ROD. The justifications for the realignment are well documented. Realignment will reduce congestion and mitigate some of the safety issues associated with cars stopped in both travel lanes with park visitors walking in the road to view wildlife, often well within reasonable and safe distances. Realignment will restore very sensitive habitat along the beaver ponds. We believe that GTNP should design the realigned road with designated pullouts and paths to overlooks, allowing park visitors the opportunity to view wildlife near the beaver ponds from safe distances. The environmental benefits of this proposal can mitigate for minimal environmental effects of other measures, such as the new pathway from LSR to Moose.

Explanation of the Pathway Proposal

Pathways have become an exceptional public amenity throughout Jackson Hole over the last 15 years. Town, county and state residents, as well as national visitors, have donated, taxed themselves, borrow funds, lobbied Congress, supported park planners and designers all to fulfill a vision of a pathway network that supports unprecedented recreational and transportation values throughout the county. In many ways the pathways have expanded GTNP boundaries and made the experience of GTNP more engaging, fulfilling and focused for future stewardship far into the next decades. One consequence of that public investment is that the public use of the pathways system in GTNP far exceeds park expectations.

Visitors regularly use the pathway system along Highway 390 to access the Moose-Wilson Road and GTPs pathways beyond, or to complete the 30-mile long loop between Jackson to Moose to Teton Village and back to Jackson. Assuming the southern pathway from Teton Village to LSR is still planned for construction, which the Commission and Council strongly support and feel it is more important than ever, the 3-mile long missing gap in between LSR and Moose will become heavily used by non-motorized visitors. The current conditions are unsafe

because the road is narrow, the road surface loose and inconsistent, large SUVs squeeze cyclists and pedestrians off the road, and there is no safe refuge for these users. Local elected officials have recently learned of non-fatal accidents involving vehicles and cyclists and vehicles and pedestrians on the Moose-Wilson Road. Grand Teton National Park has a tragic legacy of cycling fatalities from vehicular collisions. To avoid a similar fate on the Moose-Wilson Road, and to accommodate non-motorized use for a range of skill levels, the road must have bike and pedestrian facilities for its full length. It is the responsibility of Grand Teton National Park to provide safe facilities for all approved park users.

Grand Teton National Park Open Ended Questions:

Question 1: What do you value most about your visits to the Moose-Wilson corridor and why?

- " Access to and from GTNP from the southwest gate.
- " Slow speeds and the narrow, unimproved nature of the road that naturally calms traffic flow, and as a result has low accident rates between vehicles and wildlife.
- " Preservation of historic access and public experience of the road corridor that gives an opportunity for the public to experience this part of Grand Teton National Park.
- " Public access in both directions, north and southbound.
- " Cycling, skiing and walking along the road.
- " Access to Granite and Death canyons, and access to the rest of GTNP, including LSR.

Question 2: What do you think are the most important issues affecting the Moose-Wilson corridor? Issues can be concerns, opportunities, or topics needing further discussion.

- " Historic two-way access should be maintained with the addition of a complete pathway for non-motorized visitors.
- " The road can be made safe by a complete pathway for pedestrians, cyclists and other users to access the corridor, providing a safer option for existing use. A pathway addition does not mean widening or improving the road, it simply means that bike and pedestrian use that is already happening will be safe.
- " Maintain the parks and communities top priority of stewardship of environmental resources and wildlife habitat while addressing traffic concerns and public safety through innovative approaches.
- " The pathway approved from the Granite Canyon entrance north to the Laurance Rockefeller Scenic Preserve should be completed the entire length of the Moose-Wilson Road so that cyclist, hikers and vehicles are not in conflict.
- " In order to minimize conflicts, add well planned pullouts for wildlife viewing should be added that allow visitors to walk along the pathway and watch wildlife outside of their cars.
- " Maintain a narrow road corridor that is separate from the beaver pond riparian areas.
- " Encouraging people to get out of their cars and on bikes or to walk can alleviate traffic numbers and improve the visitors experience.
- " Integrate and use transit solutions to reduce vehicle use throughout GTNP but especially from Teton Village to Moose.
- " Develop adaptive management measures to maintain low vehicle numbers through integrated and coordinated transit solutions throughout GTNP but especially from Teton Village to Moose.

Question 3: Do you have any comments about the fundamental resources and values for the Moose-Wilson corridor as described in the newsletter?

- " The area is a historic two-way road corridor used by visitors long before the creation of Grand Teton National Park - that history and access should be respected.
- " That historic access should be maintained with the addition of a complete pathway for safety.

Question 4: What aspects of the Moose-Wilson corridor do you hope will continue into the future? What changes would you like to be made in the corridor for the future?

- " Historic 2-way access should be maintained.

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" Improve bicycling and pedestrian facilities without compromising the character of the Moose-Wilson Road. Bicycling and pedestrian visits are the least impactful modes for experiencing our National Parks. In a memorandum of understanding between the NPS and the Adventure Cycling Association, signed in 2013 by Park Service Director John Jarvis, the NPS recognized the need to promote opportunities for bicycling in the National Parks. Grand Teton National Park should encourage these low-impact visits and has a responsibility to provide for the safety of these visitors

Question 5: What other comments or suggestions do you have?

" Narrow the scope of this EIS to the road corridor itself, 7 miles of roadway.

" Shorten the time and reduce high cost of the EIS by tiering it off of the 2007 FEIS GTNP Transportation plan.

Thank you for the opportunity to comment on the notice of intent and scoping news letter for the Moose-Wilson Road Corridor Management Plan. This is an important issue to not only the park, but the entire community. We look forward to working with GTNP to find the best solutions for the public and for wildlife along the Moose- Wilson Road.

Sincerely,

Hank Phibbs, Chairman Mayor Mark Barron
On behalf of the Jackson Town Council

Melissa Turley, Vice Chairwoman

Barbara Allen

Ben Ellis

Paul Vogelheim

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 349**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/05/2014 Date Received: 02/05/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I have to address the question in the past tense. It is no longer quite enjoyable to travel the road. Traffic is horrific! Wild life viewing attracts scores of vehicles partially blocking the free flow of vehicular traffic. Speeding is prevalent as impatient taxi's and Teton Village Resort visitors and residents hurry to their destinations. I personally believe the road is being used as a short-cut to the airport; however that use is not greater than the many tourists. I have driven on the road for nearly 40 years. The enjoyment of this spectacular lane is no longer available but can be re-established.

Topic Question 2:
wildlife; flora; noise; safety' peacefulness.

Topic Question 3:
GTNP cannot seek to satisfy every users wants. You will either address the needs of the natural world and its reasonable enjoyment by citizens, or you will address the convenience of the many users and the demands of continued high growth and business development.

Topic Question 4:
Why not try one-way traffic going from the preserve to Moose? We need to retro-fit this lane to the conservation needs that exist, but are more of the time being ignored.

Topic Question 5:
I am a former Teton County Commissioner. This narrow, winding road is not and should not be a part of Teton County's traffic plan. I support whole-heartedly the study undertaken and larger scoping of the issues. The political pressure being brought by the county commission and the Town of Jackson is not supported by me.

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The pro-development goals of the two boards threatens the mandates of the NPS to perform its duties, duties that are far more important than trying to satisfy special interests located along Highway 390, and the bicycle special interests that promote their "Loop" pathway plan.

Comments: The cumulative affect of the pathway system on the environment and the wildlife should be looked at closely. The "pathways" is a wonderful project and deserves careful consideration in connection with the "loop" concept and the local use from the west bank and village. However, the demands of the highly organized special interest group (bicyclers etc.) will not end with a pathway in this area. Plowing, clearing and other maintenance will be demanded. Accommodation of events and promotion will be expected.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 350**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The abundant animal wildlife.

Topic Question 2:
The primary issue is keeping the area safe for the incredibly abundant wildlife in this area. The unpaved portion of the Moose/Wilson "road" between eh Rockefeller Preserve and the Village should be closed to traffic.

Topic Question 3:
This area is a phenomenal resource due to the rich wildlife diversity. It is area like these that define Jackson Hole. vehicle traffic is much too high.

Topic Question 4:
The wonderful diversity of animal wildlife and beautiful scenery.

Topic Question 5:
The unpaved portion of the Moose/Wilson "road" between eh Rockefeller Preserve and the Village should be closed to traffic.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 351**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

We love to look for animals and we love hiking in the Rockefeller Preserve!

Topic Question 2:

My biggest concern is the traffic. Last year we came up onto two bikers going around a bend. We were patient and respectful of them giving them plenty of space....suddenly some guy with his family came up behind our car in his car and tried to pass us...my friend who was so upset pulled out to block him so he wouldn't hit the bikers or an oncoming car. It would have been a total collision as someone was coming around the bend. I haven't noticed but is their a NO Passing sign? If not there should be. Of course there was no one to report the guy to but I would have loved to be able to report the license plate to the sheriff!! Or be able to call ahead to the entrance booth near Teton Village so they could stop him. The cars concern me the most! Maybe speed bumps would slow people down or a speed camera to catch someone. Stiff fines or jail time would change things. After all if someone is killed that is jail time.

Topic Question 3:

Sorry but I haven't seen the newsletter....

Topic Question 4:

I would like the road to go around the moose ponds so that the wildlife doesn't have to cross in traffic to get to water.

Topic Question 5:

I really do worry about someone being attacked by bears. A fast bike is a threat to bears. Remember the incident

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years ago on Togwotee Pass. Not sure what to do about a bike path...

Comments:

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Correspondence: 352**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The chance to see wildlife. It's one of the few areas in the park where you have a good chance of seeing a variety of wildlife.

Topic Question 2:
The volume of traffic, especially cars in a hurry heading to the airport.

Topic Question 4:
I believe vehicle traffic should be allowed going west bound only. It should not be a shortcut to the airport. I once witnessed a near collision when a speeding Idaho truck passed several cars almost colliding with with a bicyclist coming in the opposite direction.

Topic Question 5:
Keep the road as it is, but make it one way.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 353**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I enjoy the reduced speed going through the park, the access from both Teton Village and Moose to Granite Canyon, LSR, Death Canyon.

Topic Question 2:

I feel like the biggest concern is the disruption of wildlife habitat that occurs here. The location of the road is very disruptive and dangerous to the wildlife that use this wet land area. I think that the section of road that travels from the sawmill ponds turnout to the LSR should be rerouted into the sage brush flats. This will take the pressure off of the bears feeding on hawthorne berries, the beavers and Moose. Visitors will still be able to see plenty of wildlife on the sage flats and in other areas of the park.

Topic Question 3:

The Moose Wilson corridor is rich in wildlife which attracts visitors, but it disrupts the wildlife while they are eating and foraging. It also causes traffic jams and safety hazards for visitors and wildlife. Widening the road in it's present location is not a good idea. It will destroy important habitat and cause more issues as people will travel at a greater speed and still stop to view wildlife and block the road. Habitat for wildlife use not visitor enjoyment is what is most important.

Topic Question 4:

I still hope that the corridor provides through travel from Moose to Teton Village but I REALLY believe it should be moved away from the wetland area.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 354**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I visit the corridor primarily for access to the various trailheads along the corridor and also to cross-country ski along the corridor. I value it also for the opportunity it provides to see wildlife along the corridor

Topic Question 2:

The principal issue is the increased pressure to improve the road so that it can be used as transportation to the airport. Another issue is the disturbance of wildlife by increased use of the corridor. I am also concerned about the impact on wildlife of increased use of the corridor by cyclists. This has worked well in other parts of the Park but I think that the heavier cover around the corridor make this a different case.

Topic Question 3:

No

Topic Question 4:

I would like to see actins taken that would continue use of the corridor for wildlife viewing and access to trailheads, but limiting its use as a means of transportation to the airport. The corridor is in a national park, and national park land and national park values should not be sacrificed to non-park uses.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 355**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Wildlife viewing, scenic value, peaceful journey through the National Park lands.t

Topic Question 2:
I am most concerned that this will become just another "road" to facilitate those who want to get someplace quickly!
It cannot become just another way to get from point a to b as fast as they can drive.

Topic Question 3:
This area I offers a unique oppportunity for visitors to Grand Teton Nstional Park to drive at a slow pace through
some of the most beautiful forest found in the Rocky Mountains.

I do not agree that a separate bike path should be included, as such would drive wildlife back out of view.

Topic Question 4:
I hope it will continue to offer a relaxing, slow paced opportunity for National Park visitors to view this magnificent
forest!

I would like to see it kept exactly as it is now, but with aggressive enforcement of traffic regs, parking, etc.

Topic Question 5:
Additional pull outs for parking well off the road.

Enforcement of the driving regulations would cause those who just want to use the road as a corrorider to take
another route. I've lived here for thirty years, driven the Moose-Wilson Rd hundreds of times and not once seen

anyone get a ticket or stopped by an enforcement ranger.

Seems to me active enforcement is a heck of a lot less expensive than reconstructing or rerouting the road. Worth a try anyhow!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 356**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
It is an easy way to access the park. I like the wildlife.

Topic Question 2:
Whether it is seen as a transportation link from Teton Village to the Airport for Teton County residents, tourists, and businesses, or as a dirt road in a national park.

Topic Question 3:
I prioritize wildlife over transportation.

Topic Question 4:
A separate bike path would be nice.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 357**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Seeing the natural wonders of the area with its wildlife.

Topic Question 2:
Being sure to protect the wildlife in the area, allowing a natural ecos for them as much as is possible. In that regard traffic is a major concern which must be limited so that negative impacts are kept to a minimum.

Topic Question 4:
I would like to see the area kept as much as possible as it has been and not allow the additional traffic impacts that would alter detrimentally the natural character of that area.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 358**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/27/2014 Date Received: 01/28/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Letter hand delivered to park headquarters on 6 February 2014.

Correspondence Text

Scoping comments on the Moose/Wilson Road, January 27, 2014

By Robert Righter and Sherry Smith.

The Moose/Wilson Road use has expanded so much over the years that today its use has far exceeds its "carrying capacity."

What to do? We use the road regularly in the summer to get from our home near Moose to the Teton Village, usually in the evening to attend concerts. It is convenient, yet frustrating. As all know, it is not an effective transportation route. Increasingly we have realized that something must be done. I have often thought, "what solution would John D. Rockefeller, Jr. and his son Laurance propose." I think I know. When he deeded over all his land bordering both sides of the road he wanted it to remain a rustic, unimproved road which would essentially serve the need of a few landowners. That fact should not be forgotten, but without the Rockefeller generosity, we would not be having this debate.

There is the argument that the road should simply be closed, the asphalt removed, and the land returned to nature. The Civilian Conservation Corp gave the park a precedent when, in the 1930s they plowed and removed the road around the north side of Leigh Lake. However, that road was not a connecting road. The idea of completely closing the road would enrage many in the community. It probably would be politically impossible, but that option should be considered as one of the alternatives.

What is possible? Is it possible to give the traveling public (and locals) access to this area while retaining the park's commitment to retain the natural resource and to keep those resources in tact for future generations?

There is no easy solution. We think, however, that a one-way road system would resolve some of the issues. We believe that the road from the southern entrance station to Moose should be a south-to-north one-way road. This road should not be improved, except possibly the gravel section. An example of what we have in mind is the one-way road that leads out the String Lake, past Jenny Lake Lodge and continues along the shores of the lake with a few turnouts. Access to LSR Preserve would be negotiable. We do not support a bike lane. Over the past few years GTNP has constructed many miles of bike paths at the cost of millions of dollars. Very soon safe access to the Mormon Row area will be available for bikes. Bicyclists interests have been more than adequately addressed.

A one-way road would be a sensible compromise. Would locals scream in protest? Of course they would. But we think that it is high time that locals realize that the park is not their sandbox alone. It belongs to the flora and fauna, over 300,000,000 Americans, and future generations. We need to think in terms of limitations. Already the LSR Preserve limits visitors by a limited parking lot. Not everyone can visit at the same time. It is a matter of quality and what is best for Grand Teton park.

This road is not a county road. It is in a national park that has principles and procedures developed over close to a hundred years. One of the principles is that often individual liberties must be modified for the good of the park. Everyone gives up something. We are not bicyclists, but we often raft on the Snake River. I occasionally wish that we could camp overnight along this scenic river. I also desire that our non-barking, wildlife-loving dog can accompany us. But I realize that without regulations, the experience for the thousands who raft the river would be diminished. In a national park we must give up our individual rights to preserve a quality experience and a quality park. Those who favor development and their own special interests for the Moose/Wilson Road should take this reality into account.

In closing, we are convinced that short of complete closure, the only viable solution is a one-way rustic road.

Robert Righter & Sherry Smith
P. O. Box 280
Moose, Wy 83012

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 359**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The reasons we visit the Moose-Wilson Corridor is to see the bears. We have had the best experience observing the bears in that area.

Topic Question 2:
The important issues, of course, first is the effect on Wildlife and not having a negative effect on them. The main problem we have encountered is traffic and a place to stop to observe and take pictures of the bears.

Topic Question 3:
I think that it is an important path between the park and the village.

Topic Question 4:
I hope that it remains open but with more room for parking. I think that a biking path would be an issue because of the narrow road. I would like it to remain only for vehicles.

Comments:

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 360

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

The scenery and wildlife, which are uniquely accessible from the narrow road.

Topic Question 2:

Most important issue is the necessary prevention of the unnecessary and surely highly impactful construction of an additional pathway.

Topic Question 4:

I believe strongly that NO new pathways should be built on what is extremely fragile and valuable habitat. The existing road should be a pathway, closed to motor traffic. A north bridge should be built across the snake just south of the park to bear the traffic from the airport to Teton Village. Clearly, it will take time to institute such changes, but this outcome would be best for park resources, best for park visitors, and most cost effective for the park. The road is at this point, mostly unsuitable for the amount of traffic it must bear in the summer, but it would work perfectly as a pathway. Remove the cars and you've fixed the problem.

The Moose-Wilson Road corridor is a uniquely rich and accessible area. The visitor experience would be enhanced greatly if the present road were open to pedestrians and bicyclists, but not motor traffic. Adapting the present road in this way also saves much destruction of fragile habitat, and obviously, millions of dollars.

Topic Question 5:

I'm an avid cyclist and hiker, but I believe the creation of a separate pathway through this area would be grossly irresponsible.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 361**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I value how I can quickly transition from resort/residential to a natural wild environment. Why? Being in nature makes my soul sing. It reminds me why I am a conservationist.

Topic Question 2:
The most important issue is to determine the future of transportation in the MW area without compromising its resources.
Our predecessor built an infrastructure for automobiles. Global Warming requires conservationists to consider less impactfull modes of transportation. Bikes, horses, hikers have every right to expect the safe access in the national parks.

I disagree that bikes are more likely to come silently upon an animal and collide with them. I deliberately ride my mike to view wildlife. I am not a distracted driver.

The nature of winter use needs to be determined.

Topic Question 3:
IT MAKES SO MUCH SENCE TO CONNECT MOOSE TO LSR. WITH A WALKABLE, HANDICAP FRIENDLY, SAFE PATHWAY TO SUPPLEMENT THE ROADS CAPACITY AND MINIMIZE THE CARS THAT NEED TO BE PARKED.

Topic Question 4:

Keep the road rural, narrow, and curvy.

PULL OUTS needed.

Topic Question 5:

PLEASE BUILD A PATHWAY BETWEEN THE GRANITE ENTRANCE AND MOOSE.

Comments: MOST CONSERVATIONIST I KNOW LOVE TO BE ON FOOT OUTDOORS. IF WE DON'T GIVE THE NEXT GENERATION THE CHANCE TO EXPERIENCE THIS THRILL, WE WILL HAVE FEWER CONSERVATIONISTS IN THE FUTURE. THE OUTDOOR EXPERIENCE OF THE MOOSE/WILSON ROAD IS WHAT WE WANT TO SHARE WITH VISITORS.

**PEPC Project ID: 48252, DocumentID: 56561
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[REDACTED]

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Notes:

Correspondence Text

I would propose that the Moose-Wilson Rd be closed to private vehicular traffic from Moose and be permitted only from the south as far as the LSR center. Perhaps silent, electrically powered, open coaches could move both ways, the full extent of the MW road, with appropriate parking for private vehicles at either point of entry, for a reasonable fee. Walking and bicycling should be permitted, the biker and cyclist assuming all risks; obviously, warnings and precautionary advice might be made available at the point of entry but accompanied with a clear description of the dangers and a clear disclaimer of liability.

Rationale: principal concern should be to protect the wildlife and the habitat; the secondary goal should be to permit an appropriately regulated population of humans to enjoy viewing the area; excessive noise and relentless vehicular activity is plainly incompatible with the protection of the wildlife and the habitat - - e.g., a steady stream of automobiles, as is currently the situation in July, August, and September, at least. So, it seems reasonable to limit the viewing public to people who are willing to ride a coach or are prepared to walk or ride a bike (and to accept the associated dangers), at least from the Moose end of the road.

Of course locals, accustomed to using the to road get from the Park to Jackson, while enjoying a little wildlife, will hate this proposal. I am sympathetic but if the traffic is not VERY substantially reduced, there will be no wildlife to view in any case. Better that the wildlife thrives and that that ways are provided for enjoying their presences, even if 'those ways' are not the ones we are accustomed to. (The restrictions on cars might be seasonally adjusted).

I guess we all understand that the current situation is absurd; we build a nature center that is INTENDED to encourage visitors, and we have a more or less constant stream of automobiles, parked all over the road, that is driving off the wildlife. No one is happy; neither man(sic) nor animal.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 363**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

February 5, 2014

Kevin Schneider
Acting Superintendent
Grand Teton National Park
Drawer 170
Moose, WY 83012

Re: Moose-Wilson Corridor Comprehensive Management Plan - Scoping

Dear Acting Superintendent Schneider:

Please accept these scoping comments from the Greater Yellowstone Coalition (GYC). The Greater Yellowstone Coalition is an environmental advocacy organization begun in 1983 with the mission of "People protecting the lands, waters, and wildlife of the Greater Yellowstone Ecosystem, now and for future generations." Our more than 40,000 supporters value the public lands and wildlife in this vast ecosystem of 20 million acres, including Grand Teton National Park and adjacent National Forests. Greater Yellowstone Coalition works to ensure that a thoughtful and holistic approach is taken to managing the natural resources in harmony with people and compatible development. We work to shape a future where wildlife populations maintain their full diversity and vitality, where ecological processes function on public lands with minimal intervention, where exceptional recreational

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opportunities abound for visitors and residents alike, and where communities can enjoy a healthy and diversified economy.

The excellent December 6, 2013, scoping notice "Envision the Future of the Moose-Wilson Corridor" from Grand Teton Park contains appropriate superlatives that describe this unique part of the Jackson Hole Valley:

"The exceptional area has a remarkable variety of natural communities, cultural and wilderness resources, and opportunities for visitor enjoyment. . . This corridor also provides unmatched wildlife viewing opportunities for a range of iconic large mammal species. "

We agree that it will be challenging for the NPS "to ensure that (the publics') use does not impact ecological communities, exceptional scenery, wildlife behaviors (and) wildlife viewing opportunities."

"The Snake River's extensive riparian habitats are closer to the Teton Range in the Moose-Wilson corridor than at any other location in the park, providing an outstanding representation of the park's major natural ecological communities within a relatively limited geographic area. Aspens, chokecherries, willows, various conifers, and other vegetation provide forage and exceptional cover for protection of wildlife. Consequently, a large variety of wildlife can be found in this small area. This natural constriction between the river and the mountains functions as an important wildlife corridor within Grand Teton National Park. Prominent wildlife species within the corridor include grizzly and black bears, wolves, elk, moose, beavers, and migratory birds."

Additionally, the Teton County Comprehensive Plan (Comp Plan) recognizes the significance of the region's wildlands and wildlife in the Vision statement:

"The Greater Yellowstone Ecosystem- the largest intact ecosystem in the lower 48 states - transcends the physical boundaries of Jackson and Teton County. Accordingly, our Vision states that preserving and protecting the area's ecosystem is the core of our community character. Therefore, Ecosystem Stewardship is a Common Value of Community Character in and of itself. However, wildlife, natural and scenic resources, open space, and climate are also integral to our Growth Management and Quality of Life Common Values. The quality of this ecosystem has attracted numerous visitors throughout the years and is the primary reason many residents live here; our Quality of Life depends on many factors, but the primary factor is the continued health and vitality of the ecosystem in which we live."

We agree that this rustic corridor contains values of the highest order and merits planning and protection worthy of these world-class attributes. We urge the Park Service to use the utmost caution and care to ensure that uses are compatible and prevent the impairment of natural and historical Park values.

GYC's past involvement in Moose-Wilson corridor

On behalf of our members and supporters, GYC has weighed in on multiple opportunities to help protect the natural resources and visitor experiences and safety in the Moose-Wilson Corridor. Our August 24, 2005 comments on the GTNP Transportation Plan DEIS include:

"The park should make all attempts to preserve the existing qualities of the Moose-Wilson Road, including the winding, rustic nature of the road, and to protect the integrity of the area's wildlife habitat. . . . It is imperative, however, that the park finds the best solution for traffic management and visitor enjoyment on Moose-Wilson Road. Given that traffic management, road alignment, and biking solutions will affect one another, we encourage the park

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to develop and implement a comprehensive solution once it has tested traffic management alternatives and gathered the necessary data."

Our March 5, 2007 comments on the GTNP Transportation Plan EIS include:

"Collectively, the Moose-Wilson Road and the adjoining lands are a very unique and special area of GTNP. This section of the Park is densely vegetated and rich in wildlife. . . . The Park Service should make all attempts to preserve existing qualities of the Moose-Wilson Road, including the winding rustic nature of the road, and to protect the integrity of the area's wildlife habitat."

Our June 19, 2009 comments to the Teton County Planning Department regarding the Draft Teton County Comprehensive Plan include:

"Our primary concern is that (an) increase in growth of the Wilson node will put undue pressures upon our current transportation system and increase pressures on Grand Teton National Park (GTNP). These strategies would likely result in an increase of traffic volume along the sensitive Moose-Wilson Rd, and a decrease in park visitor experience in southern GTNP, specifically at the Lawrence (sic) S. Rockefeller preserve. The planned redesign of HWY 390, will only lead to (an) increase in disturbance to sensitive habitat and unnecessary pressure on an already less than perfect road system.

"(T)he valley of Jackson Hole and the surrounding public lands are a national treasure and vital to the Greater Yellowstone Ecosystem. The decisions you make in planning future growth and development have consequence for not only the wildlife and residents that make this place home, but to the millions of visitors that choose to recreate and visit Grand Teton and Yellowstone National Parks."

These comments reflect our past and ongoing concerns about the world-class values in Grand Teton Park and particularly the Moose-Wilson Corridor. As our previous comments attest, we agree with the December 6, 2013 scoping notice that it is important "to determine how best to provide appropriate opportunities for visitors to use, experience, and enjoy the area while protecting park resources. " We urge the National Park Service to use their authority and expertise wisely in developing and implementing such a plan for an important part of this renowned National Park.

Transit system

Our June 19, 2009 comments to the Teton County Planning Department on the Draft Teton County Comprehensive Plan also included our recommendations on the use of transit in Jackson Hole including Grand Teton National Park:

"GYC believes the County should incorporate the future expansion of the mass transit system between the GTNP and the Town of Jackson and Teton Village, within the "Potential Transportation Network Projects." A partnership between GTNP and the Southern Teton Area Rapid Transit (START) could benefit both entities. We encourage the County to consult with GTNP and START to explore what a partnership could look like in this plan. Reducing single occupancy vehicle trips by Park visitors and Park staff with the option of START buses between the nodes of the Town of Jackson via HWY 26/89/191 and Wilson/Teton Village via Moose-Wilson Rd should be detailed in the transportation and modeling plan. Reducing these vehicles can help the County achieve its goals of reducing negative impacts on the rural character, conservation of wildlife and natural resources, and limiting energy consumption in the Valley."

The County Commissioners heard from the public about effective planning that considers impacts to other jurisdictions, and thus the final Comprehensive Plan wisely includes:

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"The Town and County will remain conscious of the impacts of all land use decisions on the greater region and ecosystem. It is not the goal of the community to overextend our resources or jurisdiction into adjacent communities or State and Federally managed lands. The Town and County will work with neighboring jurisdictions and State and Federal agencies to develop common goals related to growth, work toward solutions, and identify resources that can benefit all parties. We will lead by example through planning that considers the entire region. " (Policy 3.5.b Strive not to export impacts to other jurisdictions in the region.)

In the spirit of collaboration with other jurisdictions including Teton County, the Park Service should carefully consider how the sensitive and bucolic Moose-Wilson Road could be impacted by use as a commuter route or short cut from the west side of Jackson Hole to the airport or points north. The Park Service should also evaluate the full impact of any increase in traffic speed in the corridor. The Park Service should consider options that decrease the summer traffic load on the Moose-Wilson Road such as the use of transit, encouraging the public's use of alternate routes in order to access points beyond the Moose-Wilson Corridor, and adaptively managing the roadway. We suggest that the Park Service consider a stand alone alternative that relies on transit and shared bike use on the existing road surface and minimizes auto traffic and minimizes impacts to wildlife habitat.

Grizzly bears

GYC has been a strong advocate for the conservation of grizzly bears for all of our thirty years. As the December 6, 2013 Moose-Wilson Corridor scoping newsletter states, "since the 2007 (Transportation Plan) Record of Decision . . . grizzly bears have expanded their range and now frequent the (Moose-Wilson) corridor." In the Transportation Plan DEIS GTNP's management objectives for grizzly bears include, "(R)estore and maintain the natural integrity, distribution, and behavior of grizzly bears" and "Provide for visitor safety by minimizing bear/human conflicts, by reducing . . . food sources . . . and by regulating visitor distribution (DEIS:77)." (from DEIS comment Letter 129651 by Brian T. Kelly, USFWS-Ecological Service, in GTNP Transportation FEIS:322) We, too, support minimizing bear/human conflicts and the restoration and maintenance of natural grizzly bear behavior and distribution in the Moose-Wilson Corridor of GTNP.

In the 2007 GTNP Transportation Plan DEIS several authorities on grizzly bears also expressed concerns about increasing conflicts between people and grizzlies. In the previously referenced letter, Brian T. Kelly with the US Fish and Wildlife Service expressed concern that pathways through grizzly habitat,

"will encourage unpredictable encounters and increase the likelihood for grizzly/human conflicts rather than minimize them. These potential impacts are not only negative to grizzlies and human health and safety but run counter to the Parks' stated management objectives." (FEIS: 323)

In the 2007 Transportation Plan FEIS, the National Park Service explains:

"Indirect impacts associated with construction and use of the multi-use pathways inside and outside of the roadway corridor by more pedestrians and bicyclists would include human-caused displacement of bears from adjacent areas, potential habituation to humans (Herrero 1985), and possibly other behavior modifications. . . . The creation of non-motorized corridors (i.e., multi-use pathways) is expected to result in an increase in non-motorized use of these areas. Bear-human encounters in these areas would increase because of increased human use and because of the added surprise factor that quiet, non-motorized use represents. . . This is particularly true where roads and pathways traverse habitats where terrain and/or vegetation limit sight distances, or where noise from streams can cover noise of approaching humans. Serious human injuries from such encounters are likely to occur" (FEIS: 210)

"Adding multi-use pathways in this (Moose-Wilson Road) area, along with varied terrain, heavy cover, and several noisy stream crossings, would escalate the probability of human-grizzly bear encounters and associated human injuries." (FEIS: 211)

Chris Servheen , Grizzly Bear Recovery Coordinator for the US Fish and Wildlife Service, raised concerns in the Transportation Plan DEIS,

"about the Moose-Wilson road corridor, in the SW corner of the park, where excellent bear habitat exists, black bears occur at high density, but at this time grizzly bears are mostly absent or at low density. A separated pathway there will have impacts on black bears, moose, and other wildlife, and will eventually involve grizzly impacts in the near future as bears continue to colonize in the south end of the park." (Letter 129648 at FEIS:322)

Along with the grizzly bear experts noted above, we are concerned with potential impacts to grizzlies' behavior, human/bear conflicts, impacts to habitat and natural distribution of grizzlies particularly if a separate pathway is constructed in the Moose-Wilson Corridor. The potential construction of a separated multi-use pathway through the Moose-Wilson Corridor may bring about the risk of dangerous human-wildlife conflicts by the very nature of cyclists suddenly surprising wildlife including moose as well as bears. The Park Service needs to determine if such circumstances can be mitigated best when cyclists safely share the roadway with autos. The Park Service should continue to consult with the US Fish and Wildlife Service about impacts of any Corridor Management Plan to grizzly bears and their habitats.

Wetlands, riparian areas, forests

In the face of a drier and warmer climate, the Park Service must ensure the protection of wetlands and associated habitats in its Comprehensive Management Plan. The Moose-Wilson Corridor Project Area contains many acres of wetlands, ponds, streams and riparian zones. Phelps Lake, Sawmill Ponds, Lake and Granite Creeks, the wetlands along the existing road and the newly designated Wild and Scenic Snake River itself are examples of these important habitats for so many iconic wildlife species. Visitors have long been able to see beavers at work, watch newborn elk and moose calves, catch fish, and listen to songbirds in these areas. Raptors hunt and nest throughout the corridor, and amphibians live out their life cycles in these important cold waters. The National Park Service acknowledges that, "Temperatures are projected to warm 1-5°C for much of the West by 2100, accompanied by declines in snowpack, earlier spring snowmelt, and reduced late-summer flows." (Natural Resource Report NPS/GRYN/NRR-2010/260) Therefore, due to the fact that "a complex system of high-value wetlands, mountain seeps, springs, streams", lakes, and the Snake River characterize this area, the Moose-Wilson Corridor may be an exemplary area to sustain cold water fisheries and other cool wetland and riparian habitats during a warming climate and the Park Service should consider this in the formulation of a Comprehensive Management Plan.

The Park Service should also consider the impacts of potential removal of trees and shrubs for road or pathway construction, widening or alignment in the multi-species forests. The forests along the Moose-Wilson Road contain many old growth stands and mature shrubs which provide cool, shaded thermal relief areas as well as important food sources and habitats for wildlife during the warm summer and early fall months. As indicated above, in a climate of warmer, drier conditions these cool diverse forests may be important and even critical for persistence and distribution of some wildlife species in the future such as moose, songbirds, raptors, predators and others.

Canada lynx

Canada lynx are a protected species under the Endangered Species Act and may exist in the multi-species coniferous forests that harbor snowshoe hares in the Moose-Wilson area of Grand Teton Park. We encourage the Park Service

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to consider impacts to lynx and their habitat in a proposed Corridor Management Plan. The Park Service should consult with the US Fish and Wildlife Service about possible impacts to lynx from actions in the Corridor Comprehensive Management Plan.

Wilderness

The scoping notice explains: "The Moose-Wilson corridor contains potential wilderness and abuts recommended wilderness along the western and northern boundaries. These areas are managed to protect the wilderness character qualities including natural, untrammeled, undeveloped, and opportunities for solitude or primitive and unconfined recreation." Greater Yellowstone Coalition has long advocated for the protection of wilderness and wilderness quality landscapes in the Greater Yellowstone Ecosystem. We encourage the Park Service to protect and manage this area of Grand Teton National Park appropriately to protect these wilderness characteristics that are becoming more rare in a world of increasing industrialization and increasing human population. If appropriately protected, the wilderness, solitude, natural sounds, wildlife and natural landscapes will undoubtedly be even more valued and appreciated by future generations of visitors to Grand Teton National Park.

Monitoring and Enforcement

In an era of declining funding for the management of federal lands, including National Parks, the Park Service needs to consider their ability to monitor conditions and enforce laws and regulations for the levels and types of anticipated uses of the Moose-Wilson Corridor in the future. We encourage the Park Service to identify and explain to the public what ecological indicators and standards will be used, as well as thresholds and their importance, and what, if any, adaptive management actions will be taken when thresholds are met. This is especially important if human uses are expected to expand in distribution and types in this sensitive and ecologically diverse area of GTNP.

Laurance S. Rockefeller Preserve

As referenced above, in 2009 we expressed our concerns about, " an increase of traffic volume along the sensitive Moose-Wilson Rd, and a decrease in park visitor experience in southern GTNP, specifically at the Lawrence (sic) S. Rockefeller preserve. The planned redesign of HWY 390, will only lead to (an) increase in disturbance to sensitive habitat . . . " We urge the Park Service to comply with the intent and requirements accompanying the donation of the Laurance S. Rockefeller Preserve in the Moose-Wilson Corridor by the renowned Rockefeller family, and to craft a Comprehensive Management Plan that fulfills the expectations that these lands and values are conserved for future generations of visitors.

Conclusion

There are some places where even a relatively low-impact activity, like bicycling on pathways if proposed as part of a comprehensive plan, must be considered with additional caution and respect for other renowned values like habitats for moose, birds, beavers and grizzly bears. As Grand Teton develops the Moose-Wilson Corridor Comprehensive Management Plan we encourage an open and inclusive public process that uses the best available science, prevents impairment of park resources, and achieves a Plan in the long-term best interests of future generations of Park visitors and protects these world-class National Park values.

Please keep us apprised of developments in this and related issues.

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Respectfully submitted,

Lloyd Dorsey
Greater Yellowstone Coalition
Box 4857 Jackson, WY 83001
ldorsey@greateryellowstone.org
307-734-6004

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 364**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

This area provides some of the best opportunities in the Greater Yellowstone Ecosystem to observe a wide variety of wildlife and to hike through many different types of habitat. We are blessed to have an area of such intact biological diversity in our valley, but we must recognize that it must be protected as part of our national heritage, not just exploited for local benefits.

Topic Question 2:

Unfortunately, the existing Moose-Wilson Road is routed through some of the most sensitive and irreplaceable habitat, and is increasingly a venue for potentially dangerous interactions between people and wildlife, especially bears. Over the past several years, we have encountered a lot more vehicles on the road in a hurry to get somewhere else, instead of driving slowly and looking for wildlife. The road is not safe for pedestrians or cyclists.

Topic Question 3:

It seems to me that the most important consideration in your planning process must be the preservation of this incredibly rich ecological community. Your decisions should all be grounded on what is best for the wildlife. It should not be the responsibility of national parks to provide traffic corridors for local communities.

Topic Question 4:

The biological diversity of the area must be preserved. You should consider de-commissioning the entire existing road south of the Sawmill Ponds parking area and replacing it with a new road out in the sagebrush along the eastern side of the corridor, not just for a few miles but all the way to the paved road just north of the Granite entrance station. This new road should incorporate curves, speed bumps and turnouts to encourage visitors to enjoy the park at slow speeds. It should also provide spurs for access to the Death Canyon trailhead, the Laurance S. Rockefeller Preserve, and the Granite Canyon trailhead (via the existing gravel road from the south). You should also consider

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limiting use of this road to public transit and emergency vehicles. If you determine that it would be advisable to provide a pathway, it could be built adjacent to the new road with much better sight lines for avoidance of surprise encounters with wildlife.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 365**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Keep it Wild!

Topic Question 2:
Wilderness, Nix development!

Topic Question 3:
same as above

Topic Question 4:
same above

Topic Question 5:
Do your job-Protect Our Public lands, waters, wildlife, future & health!
Your attention to this most urgent matter would be much appreciated by all present & future generations of all species.
Thank you
Lydia Garvey Public Health Nurse

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 366**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/03/2014 Date Received: 02/04/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: The referenced "Moose-Wilson Corridor Current Horse Trails Network" map is located in the attached file.

Correspondence Text

To: Moose-Wilson Corridor Planning Team, GTNP

Input from a Recreational Equestrian Trail Riding Group, the Teton Back Country Horsemen
(a chapter of the national Back Country Horsemen of America)

Purpose

These comments look at the Moose-Wilson corridor from the view of the areas local group of about 55 recreational trail riders. It was alarming to us that none of the public input meeting storyboards mentioned traditional or current equestrian usages.

Our group rides extensively within a 50-mile radius of Jackson. We do trail maintenance support with B-T NF, and we try to maintain a relationship with the trails staff of GTNP. We provide input to the Yellowstone NP equestrian policymaking. We do local share-the-trail courtesy education with Friends of Pathways. We publish the Teton Trails Update ebulletin. We tried to provide input on the recent trails rationalization programming in Poker Flats.

These comments aim to educate the GTNP Planning Team on how we now use the M-W trail network, primarily addressing the trail system segments north of the LSR Preserve going to Phelps Lake and the White Grass ranch.

The M-W trail system south of the Preserve has already been largely ruled upon by the GTNP Poker Flats work group, although the some of the GTNP decisions in this area seem more focused on the guest ranch riding groups trail usage than that of the individual recreational

riders.

The Moose-Wilson Road Itself

We do not use the Moose Wilson Road, other than getting to the three trailer parking areas: Poker Flats, White Grass turn-off, and occasionally the Sawmill Ponds parking area. The current M-W road is not suitable for horse travel, nor does it have to be.

Our complaint is that with the current traffic speeds and the blind curves, it is relatively hazardous to cross the road at 5 of the 6 remaining crossing points with horses. Reducing and enforcing the effective vehicle and biker speeds to under 10 mph from Poker Flats to the Moose gateway road would largely solve this threat, even with the current curves.

The pedestrian pathway proposed in 2007, along the M-W Road from JH Resort to the Preserve HQ, would not hurt our experience. However this alternate provides little exceptional scenic experience for the pedestrians, and further consideration might re-plan this trail to the east into the meadows, and this would put the hikers in the middle of the current horse trail network and its spurs... and that would change the dynamic of that trails area to our disadvantage.

Our greatest interest is in maintaining our current horse trailer parking areas on the M-W Rd. The north-end road re-alignment proposed in 2007 would not affect our trails or our trailer parking.

We recognize that an elaborate re-hab of the Poker Flats trailer area is planned. In the interim, 3-4 truckloads of fill every three years to eliminate the major mud puddles would double the usable area of the current lot; it would satisfy 95% our needs; and it would keep the area less visibly attractive to non-equestrian vehicle parking.

Adding a horse trail to the side of the road as it passes through LSR Preserve would be an appreciated amenity.

Historical Equestrian Usage

The southern side ranchers regularly rode through this area for recreation, for tending their herds, and for going to Sunday chapel services. The several guest ranches added extensive trail networks over the years. On the north side of the Preserve, the JY, White Grass and the old RLazyS all had active networks. Now only one trail remains to the north from White Grass. Only one trail to the north remains from the old RLazyS. And several of the JY trails to Phelps Lake and to White Grass are now in poor repair.

Today's Usage

This corridor is the primo easily-accessible area for locally based riders.

However it is important to understand how the local repetitive riders plan their days experience.

Looking at each trailhead area, particularly noting the difference in usage of the south-entry Poker Flats from the north-entry Sawmill Ponds and White Grass turn-off areas:

Poker Flats Trailer Parking Area

For a 1-2 hr ride, we will generally stay on one side or the other of the M-W Rd and stay south of the Preserve.

For a 2-3 hour ride, we can do a longer loop, bounded by the Valley Trail, the Preserve and the parallel-dike trails.

For a 4-5 hour ride, we can:

Go around the west side of Phelps Lake, crossing the M-W Rd across from the trailer lot, or just south of the Granite PL, or at the old Bear Paw Road trail head Go to Phelps Lake or to White Grass via Wister Draw, crossing the M-W Rd just north of the Preserve driveway

Go to Phelps Lake or White Grass via the White Grass turnoff, coming out of the old RLazyF, via the telephone line ridge, and then out to the M-W Rd/WhiteGrass parking area on the inholding driveway.

It is critical to recognize that from Poker Flats, we are now regularly riding around the LSR Preserves southern and eastern boundaries to get to Phelps Lake, to White Grass, and, infrequently, to the Valley Trail to go on to Taggart Lake.

White Grass Turnoff Parking Area

For riders, this parking area is the primary gateway to White Grass and, very infrequently, up Death Canyon. It also services the two scenic Phelps Lake loops..., here the critical (and seldom-maintained) trail segment is from the old back gate of the JY to the Death Canyon TH Rd (intersecting near the northwest corner of the White Grass property)

For a 1-2 hr ride, go to White Grass and return on the trail paralleling the Death Canyon trailhead road.

For a 2-3 hr ride, travel to White Grass, then use the Back Gate Trail to either the high pine knoll trail or the JY north service road, and then back to the parking area via the high ridge overlook trail.

For a 3-4 hr ride, go to White Grass, then to Phelps Lake beach/hitching area, and then return via Wister Draw and the high overlook trail.

Unlike Poker Flats, we generally use White Grass for under 4-hr excursions, almost all on the west side of the M-W Rd. The group of in-holdings on the east side of the road now blocks us completely from going towards the river or further north.

Sawmill Ponds Parking Area

This parking area services the one remaining northside White Grass trail, which goes from the PL trailhead to the old White Grass hay meadows and/or White Grass Ranch... about 2 hrs out and back to White Grass ranch.

This trail could be made into a nice loop if the old service road to the White Grass hayfields were linked into the Valley Trail to the north, or if the service road out of the Sawmill Ponds lot into the southern inholdings driveway had a horse path added (this could easily be done under the 2007 northern end re-route plan)

Current Equestrian Trails Review

In the attached very rough sketch, the current equestrian riding patterns are overlaid on the existing 'official' hiking trails and the 'unofficial' established horse trails. South of the Preserve, only the trail segments pertinent to this discussion are shown. The full Poker Flats trails system has been reviewed previously. Looking at the individual trail segments:

Poker Flats Trailer Area

#1 The replacement for the previous west side trail connecting the middle diversion bridge to the parking area through the inholding has not yet been constructed as promised. This new trail was to run along the east side of the M-W Rd.

#2a The segment linking the BearPaw\M-W Rd junction to the Cheney Highway was originally marked for elimination but, as of early fall, had not yet been roto tilled. This is a very important link to the north, even more so since another of the trails off of this junction was eliminated.

#2b The ridge line overlook offers a spectacular view of the valley Old RLazyF Trails

#3 The segment running out of the old RLazyF on the ridgeline under the power\telephone lines to the inholdings driveway is important, as it is the easiest and way to get to the White Grass turn-off area. A short new trail segment running parallel to the driveway on GTNP land would solve the trespass issue.

Old JY Trails

#4 The route to Phelps Lake via the JY service road then Wister Draw has had a remarkably good re-route and restoration over the last 3-5 years. We thank you. We usually take this segment going uphill as part of a longer loop

#5 The high ridge line trail connecting the JY service road to the White Grass turn-off is one of the most spectacular vistas in the park. This segment is very high above the line of berry bushes along the road and we have never encountered the bears near this high ridge path.

#6 The trail connecting the old northeast back gate of the JY to the northwestern corner of White Grass Ranch is a key component of several scenic loops. At one time, there were one or two spur trails that ran from this trail up and over the lakeside ridge then down to Phelps Lake.

#7ab. These two segments connect the high ridge trail with the back gate of the JY, going through the high pine forest knoll. #7a is the more important.

White Grass Turn-off Parking Area Trails

#8 The direct trail segment to White Grass ranch is highly used

Sawmill Ponds Trails

#9 The remaining trail running north out of White Grass Ranch, connecting the service road to Sawmill Ponds. Clearing the White Grass hay meadows service road and extending this as a trail to the Valley Trail would add a very attractive loop.

#10 Similarly, connecting the Sawmill Ponds to the White Grass Turn-off via the 2007 road re-route path near the in holdings would create another very attractive riding loop.

Conclusion

We view this area as a scenic experience and not a throughway. We see absolutely no need to expedite travel and reduce travel time on the M-W roadway.

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In our view, the equestrians have mixed easily with the wildlife, both throughout the summer and at the key elk migration and the bear berryforaging periods.

If, for needed additional safety for transiting hikers or bikers, an extra narrow pathway needs to be added, we would recommend that it be close to the final M-W roadway.

We appreciate that to date most of the horse trails in this corridor are not identified on published maps. Away from the Preserve, we seldom see hikers, except on the charted Granite Canyon, lakeside, and Valley trails, except during the rut period. We hope that the current horse trail segments north of the Preserve will be continued, maintained and focused towards the traditional and current horse usage.

We would like to work with the GTNP planning team, as it works through the Moose-Wilson corridor issues.

Respectfully submitted,
Jim Wolf, President
Teton Back Country Horsemen
P0 Box 11206
Jackson, Wyoming 83002

(307) 733-5983
Marketwolf@wyoming.com

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 367**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

The corridor is a lovely way to travel through a portion of the park. It is scenic and often offers a chance at viewing wildlife. I have been coming to the park regularly my entire life and this is one area that has changed very little in the last 40 years.

Topic Question 2:

Traffic is the biggest concern on the corridor, both in terms of how it effects wildlife and how it effects people trying to travel through the area.

Topic Question 4:

While it would be personally inconvenient for me, as a park in-holder that travels the road regularly, to limit access along the corridor, turning the road into a one-way northbound road makes the most sense. This action will reduce vehicular traffic and potentially allow for the creation of a bike lane that would link the existing valley bike path with the park.

Comments:

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Correspondence: 368**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/05/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The animals and scenery

Topic Question 2:
How to add a bike path without contradicting the idea of protecting wilderness in national parks. It must not be widened or paved either for this reason.

Topic Question 3:
We underscore the fact that this is part of a National Park not a local transportation corridor. Although it is nice to take local input the park has certain obligations to preserve and protect the wildlife and wilderness for all Americans, not just local transport. Adding more cars contradicts this as does a bike path without some plan to limit usage and over usage .

Topic Question 4:
Keep wilderness and animal safety. It is plenty safe for cars as long as it is rough and forces no speed. Faster cars and more people will cause more wildlife death and human safety issues.

Topic Question 5:
Don't let development spoil our unique places or we will be just like every other hotel and tourist town on the way to somewhere else,just a stop over.

Comments:

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Correspondence: 369**

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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:

A chance to view wildlife without disturbing the animals. The beaver ponds and the moose.

Topic Question 2:

It would be a terrible mistake to make it a one way road! Over time this will be even more important.

Topic Question 3:

No

Topic Question 4:

Keep it two way. Provide turnouts for tourists. I don't mind it being dirt for part of it, but my car can handle it. Many visitors cannot.

Comments:

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Correspondence: 370**

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Notes:

Correspondence Text

Topic Question 1:
a slow peaceful drive, with seeing very varied habitat, and chance of seeing wildlife.
also, for access into death canyon and lrp and granite canyon.

Topic Question 2:
gnp needs to be in the driver's seat on any plans for this area inside the park. additionally, this area of the park does not just belong to teton county folk, but to the american people. finally, this area needs to be managed not only for the present, but for the future generations of people and wildlife.

i think the park was correct in closing it when bears are feeding. in general wildlife is up against the wall as far as habitat goes, and i support the park for giving wildlife a break.

i have mixed feelings on the bike issue- -i'm sure i would use it if a path was built, and a separate path would be safest. but i don't think recreation should trump wildlife use of the area. what is the science of this- -politics, conflicts of interest, and the unknown make this a tough issue. i think bear-bike conflicts could be a problem, so maybe limiting the bike season would help.

vehicle traffic, pullouts are the other huge issue. i don't think the road should be thought of primarily as a way to shortcut to the village and wilson, but how can this be accomplished? i think there should be some public transportation utilized, with bike transport capability, but not as a sole solution (for instance, climbers need to be able to get in and get out very early and very late, so just a bus doesn't work). maybe patrols to manage traffic (for speed and blocking road) would help, both park and volunteers. i do think more pullouts are necessary.

Topic Question 3:

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see #1

Topic Question 4:

see #2.

please don't forget climber and hiker access climbing esp is not an 8 am to 5 pm activity. climbing is a historical use of the tetons, and serves wilderness values in a profound way.

Topic Question 5:

many problems are "solved" by increasing fees. but i really resent people being able to do something, esp something that has negative impacts, just because they have money. please don't do this!

Comments:

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Correspondence Text

Topic Question 1:

I value the wildlife habitat including the wetlands. I don't value the crowds of people that I see as having a negative impact on the wildlife.

Topic Question 2:

The most important issue affecting the Moose-Wilson corridor is the well-being of the wildlife. Wild animals should be left in peace.

Topic Question 3:

Yes - I don't think this is a human issue as much as it is a wildlife issue. I think that if the road can be closed for six months, it can be closed for twelve. We should leave it to wildlife for a change. Perhaps wildlife viewing from public transport should be allowed.

Topic Question 4:

I think human use of the corridor should be minimized.

Topic Question 5:

With all the impacts of humans on the park in general, including global warming / climate change - we should begin thinking more about the needs of our fellow creatures and their survival and less about ourselves.

Comments: I have been a photo guide in the park and it is often a truly unsatisfying, galy scenario as people jostle for optimum positions for their cameras. I have even seen people fighting as they get sort of panicked - like paparazzi. This isn't a good situation for anyone - especially the wildlife.

We should experiment and shut the road except for properly accompanied tours. Wildlife is the priority.

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Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Possibility of seeing beavers, moose & bears.
Access to LSR

Comments: The impacts of any GTNP management plan on traffic and/or land development in the adjacent private county lands should NOT be a factor driving GTNP decisions. We recognize these may be considered and accommodated only if compatible with mission of conserving natural resources. Park wildlife, natural resources, and visitors seeking to enjoy GTNP should be the primary drivers of this plan.

This sums it up. Allowing the county & wealthy land owners to dictate what happens to that area will result in degradation of habitat & loss of fanimals.

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Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
We value It's pristine quality. It is historically a PARK-OWNED ROAD. No one can who is educated and has an informed opinion can dispute that fact. Others who are uninformed certainly do dispute this well-proven, historical fact.
It is more important to preserve this corridor for it's current uses and AVOID upgrading it, versus adding it to the network of roads people use year round in the valley.

Topic Question 2:
Protect Wildlife. Preserve the values this valley was built upon.

Topic Question 3:
Wildlife resources, habitat, pristine beauty, educational resources, peace and quiet.

Topic Question 4:
I do not want to see any changes to the road, unless they reduce traffic.

Topic Question 5:
Keep the Moose Wilson Rd AS IS.

Comments: This quiet, wildlife-populated corridor should not be considered part of the valley's relied-upon travel network. It isn't currently relied upon as it is closed most of the year because of snow. Our valley has travel problems of it's own, which widening the Moose-Wilson Road and adding it to our network is NOT going to solve. It will simply ruin one of our few beautiful roads we have left to enjoy. The rest of the valley is filled with highways that are widened to FIVE LANES or will be in the near future. Planners at WYDOT have demonstrated exceptional

PR skills to battle down the desires of valley residents when it comes to building wider roads, but WYDOT's skills are superficial; they do not change the fact that people are not in favor of wider roads and the fact remains that MANY states in this country have only two-lane roads to rely on and local populations made do just fine with these normal sized roads.

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Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Easy access to GTNP for friends, family and out of town guests. We have had many great adventures along the Moose-Wilson corridor. We frequent most of the trails along the corridor. Also, have had some of the best wildlife viewings driving or biking in both directions on the road. The most amazing thing about the corridor is that even if you do not see wildlife on the actual hike you will most likely experience wildlife on your way to or from the hike on the Moose-Wilson corridor. I love the low speed limit and the beauty of the slow drive.

Topic Question 2:
Please keep the road open to two way traffic and build a bike path.

Topic Question 4:
I hope the corridor continues to have a slow speed limit with two way traffic. I would love to have a bike path built.

Topic Question 5:
Build a bike path and keep the traffic two way with a slow speed limit.

Comments: It is important to keep access open in both directions on the Moose-Wilson corridor. Please build a bike path. People will use it!

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Correspondence: 375**

[REDACTED]

Correspondence Information

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Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The wildlife and quiet.

Topic Question 2:
Closing the road to motor vehicles and creating a bike and walking corridor.

Topic Question 3:
This is the perfect place for creating a new quiet and different way for people to visit a small portion of the park.

Topic Question 4:
The walking and riding path may have to be moved in the area frequented by the fall bear population. The gravel portion of the road needs to be upgraded to the level of the main portion of the road.

Topic Question 5:
Closing the road to motor vehicles does not mean that it has to be done in a way that would not allow its use in a time of emergency. The road maintained as it is now but restricted to biking and walking could easily be opened to motor vehicle use in an emergency arose.

Comments:

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Correspondence: 376**

[REDACTED]

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Notes:	

Correspondence Text

Topic Question 1:
see below

Topic Question 2:
see below

Topic Question 3:
see below

Topic Question 4:
see below

Topic Question 5:
see below

Comments: Thank you for this opportunity to speak on this most important area of Grand Teton National Park. I have just read through the comments submitted to you by the Jackson Hole Conservation Alliance and would like to add my voice to every part of their most thorough and thoughtful words. It must be stressed time and again that this is a NATIONAL PARK, not something that belongs to Teton County, Wyoming, but to all the people of this nation, and it is up to the Park Service to protect it for the purpose for which it was established. It must not be desecrated by overuse because the County has failed to plan for its own highways.
Thank you for giving the public a chance to speak. Sincerely, Jean Jorgensen

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Correspondence Text

Topic Question 1:
see below

Topic Question 5:
/Users/kimspringer/Desktop/Moose wilson.docx

Comments: 1. What do you value most about your visits to the Moose-Wilson corridor and why?

When I enter the Park I think of leaving the hustle and bustle of everyday life behind. I used to associate this feeling with the Moose Wilson Rd. , but no longer. The Moose Wilson Rd. corridor has become a road congested with people, bikes, tour vehicles of all sizes and shapes, Park personnel trying to manage the chaos, and some wildlife. Thankfully there are still days when it's peaceful but rarely. I value the wildlife (including amphibians), wetland habitat, diverse plant life, views, and access to trailheads.

2. What do you think are the most important issues affecting the Moose-Wilson corridor? Issues can be concerns, opportunities, or topics needing further discussion.

The number one issue and concern is the increasing pressure on the Park from the growth of Teton Village and Teton County. Although the Park needs to be a good neighbor, it's not responsible for solving the County's transportation problems. It is not appropriate for the Park to provide a commuter route north and south in this corridor.

The Jackson Hole Ski Corp just asked all their pass holders via email to comment and push for a pathway and a separate road but they fail to mention anything about Park Resources or NPS Management goals.

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As wonderful as the new Rockefeller Center is, it has created more traffic in the Moose Wilson Corridor. The good pullouts were closed and now new pull-outs have been created which had far more sensitive vegetation. Perhaps these pull-outs need to be re-evaluated with some short term parking allowed. It's not unusual for visitors to leave their cars in the middle of the road, blocking traffic in both directions.

Commercial tours should be limited and scaled back. As a former guide for Wildlife Expeditions, I know how wonderful it is to share the Park's wildlife with visitors. Unfortunately, these businesses have grown beyond what the road can handle. Vans, trucks, and jeeps are too many and too big.

There are too many people, cars, and bikes causing serious resource damage. Fragile wetland vegetation has been trampled to death. The road clearly needs to be closed or rerouted. I would welcome a one way road or even a shuttle.

3. Do you have any comments about the fundamental resources and values for the Moose Wilson corridor as described in the newsletter?

I believe the Rockefeller's vacated their in-holding so the land could return to its former wild state. The attraction of Phelps Lake and the visitor center have created new management challenges threatening wildlife, wetlands and the very wild they wanted to protect.

The newsletter fails to mention amphibians. One of the 30-some catchments (small watershed units) in our GRTE/YELL amphibians monitoring project is located near Sawmill Ponds. It has been fabulous since the beavers returned...all 4 species breeding in abundance. There is only one other catchment in the monitoring program that has all 4 native species, and it is in northern Yellowstone. The beavers, wetlands, and small streams need protection.

4. What aspects of the Moose-Wilson corridor do you hope will continue into the future? What changes would you like to be made in the corridor for the future?

I'd like to see minor road maintenance improvements on the dirt road to Death Canyon. The road is near impassable and because of this people are parking along the full length of the road impacting formerly vegetated areas.

Close the road or make it one way and reroute away from wetlands.

5. What other comments or suggestions do you have?

I would encourage management to think long term in managing the Moose-Wilson Corridor. This means we have to accommodate more people not less. Look to other Parks with congestion issues such as Yosemite, they implemented buses many years ago and they work. We cannot afford to keep building and paving over the Parks. I would also encourage you to not cave to any special interest groups such as the powerful local bike community. We are not managing a National Recreation Area even though it sometimes seems to be Grand Teton National Recreation Area.

Thank you for addressing and planning for the future management of this extraordinary part of Grand Teton National Park.

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Correspondence Text

Topic Question 2:

This corridor is being negatively affected by the fast paced development of Teton Village and Shooting Star. With the build out south of the park there are new and growing pressures on this formerly quiet end of the park.

Topic Question 4:

The NPS needs to stand up to political and external financial pressures to develop this corridor. This corridor is in a National Park and needs to be cherished for this fact alone and not developed to keep up with modern times. There is a wonderful and fantastic nine mile bike path in the corridor connecting Moose to the Village, The current ROAD! The problem is too many cars and conflict between user groups. Hopefully we can learn from good success stories in other NPS areas (Denali, Zion, Grand Canyon) that have implemented shuttle systems to allow for heavy visitation without compromising park resources through further development. I hope there is an alternative considered that would link Moose to Teton Village with a park based shuttle system. Utilizing three already developed parking areas (Stilson Lot, the Village bus area and the CTDVC) to consolidate cars and carry people into the corridor. Nothing needs to be built as the parking already exists! The only vehicles operating the entire length of the road would be shuttle buses and NPS administrative use. Other traffic would be vehicles associated with NPS authorized CUA (wildlife tours) and handicapped private vehicle access only between Moose and the LSR. This model would have a large number of visitors to the county starting an ending their day in the Village.

Lets embrace the north rockies heritage and get smaller shuttle buses similar to 1936 White Motor Company Model 706 fourteen-passenger National Park Bus with the capability to carry bikes and visitors into this special corridor.

Topic Question 5:

If the above idea is a success it could expand to the north to offset the congestion along the Teton Park Road where similar issues exist with over crowding, resource damage and over development. A separated pathway from Moose

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to South Jenny did not alleviate traffic or congestion it actually has added to the desire to use these areas resulting in longer stays per vehicle in limited parking areas. Shuttle Buses PLEASE!

Comments:

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Notes:

Correspondence Text

Topic Question 1:

The slow, easy travel pace; access to Granite and Death Canyon trailheads, as well as Rockefeller Preserve. If I am on the west end of town and want to go into the Park, I am able to access it via the west entrance instead of backtracking to Moose (and thus avoiding town traffic). It is a nice place to ski in winter.

Topic Question 2:

There is a concern that high travel speeds on the current road lead to potential safety issues and increased potential for accidents between motorized vehicles, between motorized vehicles and cyclists, and between motorized vehicles and pedestrians. There is also a concern that hazards exist due to restricted sight distances, blind curves, and the narrow road width. There is a concern that water quality is degraded at stream crossings due to sediment input from road grading, lack of road surfacing, and undersized crossing structures on the approach to Death Canyon trailhead. There is a concern that traffic is obstructed at the Granite Creek trailhead due to a lack of adequate parking. There is also a concern for soil quality and sanitation at the Granite Creek trailhead and along the trail due to the lack of a toilet facility there.

Topic Question 4:

I would like to see a planned parking area with increased parking at the Granite Creek trailhead (with a toilet). I would also like to see improved stream crossing structures on the Death Canyon access road (to accommodate bankfull width and Q100) on the live stream there. Improved parking and improved road conditions should also be provided. Sight distances should be improved on the Moose-Wilson road and accommodation should be made to improve public safety for the variety of users on the road. Permitted speed should not be increased on the road for motorized users, however, and the same restriction for cell phone users that is in place in Jackson should be in place in the Park. Current winter use restrictions on the road should remain in place.

Comments:

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Correspondence Text

Topic Question 1:

I value it as a backcountry, beautiful corridor where wildlife is never in short supply. I appreciate access to one of my favorite afternoon hikes - Phelps Lake/Death Canyon. It's a traditionally quiet, out-of-the way portion of the park, where one can be at the base of the mountains and be in the middle of the foothills ecosystem.

It's just simply gorgeous and special. I can't think of a time hiking there when I haven't seen at least one or two species - - deer, moose, bears, pika, marmots, etc. Many other areas of the park are so much more accessible and therefore much more highly visited.

I also enjoy cross-country skiing on the road in the winter.

Topic Question 2:

I'm concerned about the growth in traffic in recent years.

When a bear jam was clearing one recent summer day, there was a guy in a car with his window down swearing at others (road rage) because he couldn't get through. This corridor should not be available as a thoroughfare. If people are using the road with the right intentions (as a park experience), then there wouldn't be any rush or reason to get angry that traffic is moving slower than usual.

I'm very concerned about the amount of transit use on the road and its impact on wildlife. I know that during the summer, that route is offered as a shortcut from the airport to Teton Village for visitors. There may be good intentions to ask lodging businesses to avoid telling people to use that route, but I find it naive to think a) that would make much of a dent on the traffic that's already using the road, and b) that people wouldn't find it or keep offering it

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up as a route from the airport to the Village, anyway.

Topic Question 3:
Wildlife!

Topic Question 4:

By all means, please protect wildlife and backcountry character. Please avoid more impacts and fragmenting of wildlife habitat. If there are any changes, I hope they are designed to give beavers, moose, bears and other species MORE (not less) breathing room as they wander between the river corridor and their habitat in the foothills. If there is a pathway, please keep it attached to the road to avoid fragmentation and avoid widening the human-created obstacle course for wildlife.

Topic Question 5:

I realize there is a lot of pressure coming from local residents to add development in this corridor. This is our backyard, and after years of enjoying the park, we tend to begin feeling as if it belongs to us. However, history has shown that if the Park Service always did what local residents thought was best for our backyard, we might not even have a protected mountain range and the extraordinary ecosystem that exists today. Pressure to accommodate new uses and growth will never go away. The special values of this corridor can disappear in an instant, given the wrong decisions.

The pressure to develop the corridor has been loud, and it's been coming from special interests. It also appears to be very well-funded, politically connected, and in some cases, motivated by financial gain. But just because it's outspoken doesn't mean it represents the interests of all concerned or the best interests of the park itself.

Comments: Thanks for your time and work on behalf of Teton Park!

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Topic Question 1:

I travel the Moose-Wilson road on my way to GTNP, the Laurence Rockefeller Preserve, and also to hike from one of the trailheads accessible from this road. I love the meandering gravel road, which forces slower travel, and the chance encounter with wildlife, and birds, as well as the many lovely views of meadows, streams, wetlands, and forests.

Topic Question 2:

Increased automobile traffic is the primary concern as this road cannot handle large volumes of cars, especially those who are driving it at speeds higher than posted. Automobiles kill wildlife, and the faster people drive and the more cars on the road, the more wildlife will suffer as well as diminishing the experience of enjoying nature, which should be the priority for people who are using this road. Air pollution and noise from cars adversely effect wildlife, birds and park visitors. The highest priority needs to be preserving wildlife and habitat.

Topic Question 3:

In some instances, it has seemed to me that when the Park Service has made the Park more accessible to visitors, especially visitors in cars, that habitat and wildlife are harmed in the process, as well as making some of the Park's features become too "civilized". Please don't keep expanding pavement in the Park. There might come a time that visitation must be limited in some areas to preserve the very qualities we go to the Park to experience..

Topic Question 4:

Preserve the diversity of wildlife. The incredible wildlife and bird life is cherished by many of us who call this region home. If it means that I can't visit the MWC as often as I like, that will have to be the outcome of protecting what remains of natural environments that are so threatened and rare.

Topic Question 5:

Perhaps it is time to remove private automobile traffic from the MWC, or at least part of it so it is not used as a thoroughfare. I will miss the drive, but it is more important the the habitat and wildlife of this rich area be preserved. Yosemite has made certain areas accessible only on foot, bicycle or public transit. Small, quiet energy efficient buses might be ab option to consider for the MWC.

Comments: Thank you for the opportunity to submit comments to the plan for the Moose - Wilson Corridor.

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Correspondence: 382**

[REDACTED]

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Topic Question 5:
When the Moose-Wilson corridor is closed to vehicle through traffic, another transportation route will be needed. Let's talk about transportation alternatives as we consider how to taking better care of the environment in the park.

Comments:

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Correspondence: 383**

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Correspondence Text

Topic Question 1:
We value wildlife and use the corridor for access to hiking and horseback riding in the southern end of GTNP.

Topic Question 2:
We do not think the Moose-Wilson corridor should primarily be designated as a transportation corridor in Jackson Hole, but rather as a wildlife viewing area for visitors and access to trails in the southern part of GTNP.

Topic Question 4:
We would welcome a bike path for the safety of bicyclists. Currently, it is scary to come across bicyclists on the roadway as it is narrow and has short lines of sight in many areas.

Topic Question 5:
Keep the road as a resource for convenient access to trailheads from the south and for wildlife viewing for visitors.

Comments:

PEPC Project ID: 48252, DocumentID: 56561 Correspondence: 384

Author Information

Keep Private: No
Name: William M. Guheen
Organization: .
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Shortcut between Moose and Teton Village. Access to death canyon trailhead

Topic Question 2:
Conflicts between different multiple user groups.

Topic Question 4:
Maintain it as part of the transportation system in Teton county as a road to get from point a to b and as a viable road to access areas of the park. Open it in the winter ie PLOW it.

Topic Question 5:
As a road , you cantt stop wherever you want to Educate the public on its responsibility to other users.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 385**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
see comments

Topic Question 2:
see comments

Topic Question 3:
see comments

Topic Question 4:
see comments

Topic Question 5:
see comments

Comments: Thank you for the opportunity to provide comments on the scoping phase of the Moose-Wilson Corridor comprehensive Management Plan.

Once again, our community is requesting increased impact to a GTNP resource, one of the richest wildlife habitats in the GYE, a premier rustic road corridor within the Park System.

Several driving factors have been given by the community for increased Moose-Wilson Corridor development:

1) To be a safe destination for people to visit by foot, bicycle, and public transit.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

- 2) Associated desire from people to use the Moose-Wilson Rd as a transportation corridor through Teton County.
- 3) To create a "gateway" to the Park for the increasing population on the West Bank.
- 4) To create a complete "loop" pathway for bicyclists.

Designation as a national park carries with it the highest level of resource protection in the world. If so, then how will GTNP be able to balance increased human impact and resource protection if:

- 1) Teton County cannot control significant development pressure to the south of the park boundary?
- 2) Wildlife habitat and corridors are fragmented further?
- 3) The pavement footprint is increased significantly with permanent habitat loss?
- 4) There is significant loss of roadside trees and vegetation?
- 5) There is increased road noise which impacts natural sounds?
- 6) There is increased traffic due to additional pavement and ease of travel?
- 7) Grizzly bear and human conflict potential is increased which could result in grizzly or human death? As well as other wildlife?
- 8) Precious wildlife is displaced?

Per NPS law and policy, a national park is not required to provide access for any and all uses, only those that are found compatible and appropriate to resource preservation.

Laurance S Rockefeller may be the last of the rare Park defenders who left a legacy of R-E-S-T-O-R-I-N-G Park resources to as natural a state as possible. I believe that all remaining Park habitat is irreplaceable, a treasure that should be preserved at all costs. We must stop chopping away at what remains of our priceless resources, avoiding any new impact to Park habitat and wildlife. In the near future, it may become necessary to limit vehicle and visitor numbers to achieve this goal.

Summary: There should be NO increased development and NO NEW PAVEMENT of the Moose Wilson Road Corridor.

Sincerely,
Lisa Robertson
Jackson, WY
lisarob22@gmail.com

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 386**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I use the road primarily for trailhead access. I also enjoy skiing along the road in winter, finding early wildflowers along the roadside in spring, and seeing the fall colors. I avoid it in summer due to crowds.

Topic Question 2:

Effect of paved road on natural land movement, beaver activity, and streamside plants; moose and bear activity and effect of people on them when they need to put on weight before winter, the question of whether this road is an attraction of itself, which of course it is, or a means by which people can travel in the park to other attraction such as LSR. Safety is a big issue as well due to narrow road, tight curves, and people parking in the roadway.

Topic Question 3:

Agree that main resources include wildlife and scenery

Topic Question 4:

It seems that the proposal to move the road between Sawmill Ponds and Death Canyon trailhead area has been on the table for a long time. This is a much better location for a road. As much as I have enjoyed the road as is for many years, there is nothing about it that I think has to remain as it is in order for people to enjoy this part of the park. I would prefer to see the pavement taken out of the existing roadway so natural springs, landslides, and vegetation can take over. I would also consider leaving the road unpaved, perhaps with dust abatement or chipseal, for the entire length. The southern end is in pretty tough shape with the big potholes near Granite Trailhead, but it does slow down the traffic.

Topic Question 5:

I think the relocated road can accommodate foot/horse/bike travel with a pathway nearby. I have some concern

about continued human use of any kind along the old roadway, perhaps a trail would be all right but I would advocate closing it in critical times for wildlife as needed - bear activity, nesting owls, etc. Since there would be an alternative route in the new road location this would not prevent people from being in this part of the park, and would give the wildlife some peace.

Comments: I hope this is resolved soon, and thanks for allowing public comment.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 387**

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Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
I enjoy the rustic feel of the area. I think the current 2 lane road is adequate and naturally limits overuse of the areas resources

Topic Question 2:
I think our tax dollars would be better spent repairing and maintaining the present roadway.

Topic Question 3:
I think the present uses of the MW corridor are acceptable and the resources are being utilized appropriately.

Topic Question 4:
No changes. Maintain in the present condition. Large scale changes would be too disruptive and would change the character of the region excessively.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 388**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
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Number of Signatures: 1	Form Letter: No
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Notes:	

Correspondence Text

Topic Question 1:
The scenery, wildlife and history along that corridor.

Topic Question 2:
Too many vehicles.

Topic Question 3:
I would like to see the Moose-Wilson managed for its scenic, wildlife and cultural values.. not as a commuter route.

Topic Question 4:
I would like to see fewer vehicles on the Moose-Wilson - -- whether that happens via a mass transit system in the Park, through the adaptation of the flow of traffic to 1-way, or some other means. I would like bicyclists to feel safe, but I do not want to see any widening of the corridor in order to accomplish this. I am supportive of paving the currently dirt road stretch of the road, as the conditions on this section can be dangerous to both cars and bikes.

Comments: For 10 years I lived in Teton Village and worked for various entities within Grand Teton National Park. The Moose-Wilson was my regular commute by bike and by car ...I traveled it so much, that I knew every hill, bump, twist and turn intimately. As a bike commuter on that corridor, I was constantly on alert, but in all of my 2-wheeled human-powered travels, I never experienced a close call. As a driver and passenger in a motor vehicle, I can assuredly say that I had dozens of heart- stopping moments on that stretch of road. In particular, by the sharp turn on the hill above the JY.

I did use Moose-Wilson as my primary route to work. I was one of the commuters, using my bike as much as possible to make the passage. I've seen bear, moose, beaver, owl, elk, and more throughout that corridor and those

encounters were always better when I was not in my car. So, my message is...this is a road I know and know well, as a commuter by bike and by car; as a conservationist; and as a community member. As much as the road offered a shorter distance for getting to my employment destinations when living at the Village, it did not always save time. And, for half of the year, commuting by car wasn't even an option. I believe that we can't depend on this road for our transit needs. I would love to see a system developed that minimizes vehicular trips on the Moose-Wilson, maximizes safety for pedestrians and bicyclists who choose to experience this rich wildlife landscape under their own-power - -- and accomplish both of these objectives without a separate pathway or increased pavement.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 389**

[REDACTED]

Correspondence Information

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Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
I value the feeling of going back in time to a more relaxed state where solitude and the possibility of viewing wildlife take precedence. The park needs to maintain the character of this special place.

Topic Question 2:
The most important issue is maintaining the habitat for wildlife without the intrusion of more people, vehicles and bikes.

Topic Question 3:
This area is special and must be maintained to value wildlife movement and habitat over other uses.

Topic Question 4:
This area provides access to a more wild nature of the park. I trust this will continue. However, I do feel that limiting traffic, both motor vehicle and bicycles is important to the overall health of the area. One way traffic from the north with two way traffic to the Rockefeller Preserve from the south will eliminate this route as a shortcut for traffic not using the park resources.

Topic Question 5:
No separate bike pathway is need here. This should not be a resource for special interests or an access route for Teton County or Teton Village traffic.

Comments: February 4, 2014

Acting Superintendent Kevin Schneider

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Grand Teton National Park
PO Drawer 170
Moose, WY 83012

RE: Moose-Wilson Corridor Scoping Comments

Dear Acting Superintendent Schneider:

Park visitors value the Moose-Wilson Corridor for its intimate natural experience and its incredible wildlife viewing opportunities. It is one of the premier rustic road corridors within the entire National Park System, and is also one of the most sensitive to change.

The corridor is a gateway to the park's wilderness, as well as an immersion in the rich span of habitat types that attract the range of wildlife within the park to this narrow corridor. The scenery along the road and from its trails is unlike any other within the park. Grand Teton National Parks scoping newsletter accurately portrays the fundamental values of the Moose-Wilson Corridor, which should be maintained in any future management scenario.

The increasing residential and commercial development pressure south of the park corridor does not constitute national park resource-dependent uses. The park should differentiate as to how to maintain access for park visitors who want to experience the corridor as a destination in and of itself, as differentiated from those who wish to access non-park destinations, such as the airport and others who use Moose-Wilson as a by-pass or commuter route.

The corridor should first and foremost be maintained as a national park road, and not be permitted to evolve into a county transportation corridor nor a localized recreation-focused corridor for a single user group. Grand Teton is neither a county nor a state park.

Bicyclists currently use the road, sharing it with vehicles, due to the slow vehicle speed of the road. The issue at hand is how to improve the bike friendly nature of the road while also reducing the volume of vehicles, and instead rely on transit and/or other non-permanent means of adaptively managing the vehicle flow to allow vehicles and bikes to use the same paved surface. This could include paving the southern portion of the road if both bicyclists and transit/vehicles would be able to share it as long as the road character/width remained unchanged.

A bike path is a recreational amenity, not a use contingent upon sensitive natural or cultural resources within Grand Teton. Per NPS law and policy, a national park is not required to provide access for any and all uses, only those that are found compatible and appropriate to resource preservation. Per NPS Management Policy 1.4.7.1, "Park managers must not allow uses that would cause unacceptable impacts; they must evaluate existing or proposed uses and determine whether the associated impacts on park resources and values are acceptable."

The park management decision should be grounded in resource preservation goals, not a perceived need for additional recreational amenities or on a local jurisdiction's desire to use a park road as a redundant transportation corridor to absorb county-generated impacts.

The impact of a separated bike path proposal and the increasing volumes of vehicles on the corridor should be distinctly addressed. Once built, the separated bike path would result in irreversible consequences. The matter could be more quickly be dealt with, and at far less expense and impact, on an incremental basis by improving bike access on the existing roadway first, while also reducing non park-dependent vehicle use of the roadway. There would be no turning back once the pathway is built; the damage to habitat and wildlife would be done.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

With regard to vehicle volumes, the rate of increase is unsustainable given that the current amount of vehicle use exceeds roadway capacity during the busy summer months. Further, there is a critical need to have an independent transportation expert provide traffic projections based on projected build out per approved planning documents and county-approved development, since those build out projections have not been thoroughly calculated to date, only approximated. The long term motorized impact on the park road needs to be quantified independently, and is critical to understanding potential future impacts on the Corridor.

An estimated 2% of current park visitors along the corridor are bicyclists: the likely impacts of building a separated bike path would result in an irreversible change to the corridor and its national park values for a very small user group.

If a separated pathway is constructed, the potential for grizzly bear and human conflict is high within the Moose-Wilson Corridor, as well as moose and human conflicts, creating very real public safety concerns. With bicyclists moving more quickly than hikers, and more quietly, the potential for unintended wildlife encounters would be high, and is even more likely given the distribution of grizzly bears to the south end of the park now commonplace, specifically within the Moose-Wilson Corridor. The public safety implications should not be minimized.

The park should integrate grizzly bear conflict data and research by Dr. Stephen Herrero, and other scientifically based research, regarding bike path use in Canadian national parks which are of similar habitat, and extrapolate scenarios to the Moose-Wilson corridor. Also analyze the range of management actions taken by Parks Canada to reduce human and bear conflict, i.e. bike trail closures during berry season, e.g. Banff National Park. Note that bicyclists can currently use the Moose-Wilson road in the summer season, and may be safer with regard to unintended wildlife encounters because bikes share the road with vehicles.

The park should include a statement regarding incidental take of grizzly bears as part of this NEPA process. Given the level of controversy associated with potential impacts on grizzly bears, the park should convene an independent panel of grizzly bear scientists to assist in evaluating potential effects of road widening, increased traffic and a separated bicycle path on both bear population levels, potential for human/bear conflict, as well as impacts on well known bear family groups, e.g. grizzly bears 399 and 610, and other management implications. Both female bears 399 and 610 and associated cubs have used the Corridor these last several years. Their preferred choice of habitat is in close proximity to roadways, which would further exacerbate the public safety implications due to the heavy tree and shrub cover found throughout the Moose-Wilson Corridor.

The park needs to analyze critical resource and habitat fragmentation as a result of a potentially widened roadway, and a separated pathway, and the resultant loss of cover as a result of the projected removal of 7,000 trees along the route (2007 Transportation Plan). This should include impacts on already declining moose populations, critical Canada lynx habitat located within the Corridor, wolves that are known to den in the Corridor, black bears and grizzly bears, elk movement and migration, increased road noise effects on bird nesting as well as bird nest relocation away from the pathway alignment

Impacts on visual resources and impacts to visitor experience should be thoroughly described. Please include visual simulations, since prior estimates anticipate a doubling of the cleared area if a separate pathway is built. The current roadway is approximately 18 feet wide; vegetative clearance and tree removal - approximately 40 feet wide - would be necessary for both the road improvements and a separated bike path.

The park needs to thoroughly analyze wildlife displacement (increased distancing of wildlife from the edge of pathway, as evidenced with the pronghorn study done as part of the 2007 plan), and articulate effects on wildlife viewing enjoyment for park visitors along the Moose-Wilson corridor.

Per the August 6, 2012 NPS bicycle regulation, the park superintendent "must complete a written determination stating that the addition of bicycle use.....is consistent with the protection of the park area's natural, scenic and aesthetic values, safety considerations and management objectives, and will not disturb wildlife or park resources." This finding must also have the Regional Director's written approval of the superintendent's determination. Given the impact topics described above - natural sounds, fragmentation of habitat, visual impacts, loss of secure habitat for grizzly bears, wildlife displacement, and increased potential for human/wildlife conflict - and public safety concerns - especially involving moose and grizzly bears - it would be very difficult to make this finding within this sensitive corridor.

Should a separated pathway be constructed or the roadway widened through the LSR, the park needs to analyze the impacts on the Laurance S. Rockefeller Preserve (LSR), specifically related to the content of the donor's Conservation Easement. The clearing of vegetation for essentially a new road, and/or widening of the existing road could potentially be inconsistent with the Conservation Easement which was conveyed with the property's title to the NPS in 2007. This could also result in the loss of the LSR's endowment, and affect the relationship between the park and Jackson Hole Preserve, Inc., the private non-profit that holds the endowment. Any conflict between JHPI and the park could impact more than just the LSR, since JHPI maintains significant involvement in many park issues, including the reverter clause in the deed which JHPI holds on a large portion of John D. Rockefeller, Jr.'s original 33,000 acre donation, the state lands issue, and the airport.

Please address the impacts on the visitors experience within the LSR preserve, specifically: an increase in visitation as a destination for bicycling; additional congestion in the parking lot and on the trails; potential use of the LSR as a bicycling trailhead; increased off-pathway bicycling use within and through the LSR, as well as on other popular hiking and horse back riding trails within the entire Corridor.

Please address the potential for bikes accessing the backcountry hiking trails and potentially going completely off-trail, and associated impacts on proposed and/or recommended wilderness. The Moose-Wilson Corridor includes proposed and recommended wilderness immediately to the west of the roadway. Given the amount of user created trails in the area, this would further undermine the wilderness values at the southern portion of the park.

Social science - particularly articulating why national and international park visitors value the current experience along the Moose-Wilson Corridor - should be addressed and thoroughly defined and understood, so that the values that all visitors currently hold for the existing Moose- Wilson Corridor continue into the future.

Since the Moose-Wilson road is eligible for listing on the National Register of Historic Places, please analyze any possible impacts on the historic character of the road due to either road expansion and/or a separated pathway.

The NEPA document needs to define indicators and standards that will be employed to assure desired future conditions are met, similar to the NPS Denali Park Road Final Vehicle Management Plan and EIS. These could include but not necessarily be limited to: limiting the number of vehicles on the park road; numbers of vehicles stopped at the same location to view wildlife; wildlife movement and road crossing frequency and time of day; night time traffic levels; and effectiveness of transit over time.

Please outline and analyze alternative routing for resolving vehicle and transit needs outside the park boundary for non-park dependent uses such as accessing the airport or other non-park destinations from the West Bank of the Snake River during the summer season. Using the Moose-Wilson Corridor as a bypass for county residents to access non-park destinations is not compatible with national park values, and should be resolved wholly within Teton County outside of the park boundary.

As stated in the Town and County's comprehensive plan,

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"Policy 3.5.b Strive not to export impacts to other jurisdictions in the region.

The Town and County will remain conscious of the impacts of all land use decisions on the greater region and ecosystem. It is not the goal of the community to overextend our resources or jurisdiction into adjacent communities or State and Federally managed lands. The Town and County will work with neighboring jurisdictions and State and Federal agencies to develop common goals related to growth, work toward solutions, and identify resources that can benefit all parties. We will lead by example through planning that considers the entire region. "

Further, the Town and County's plan states as part of its Vision,

"The Greater Yellowstone Ecosystem - the largest intact ecosystem in the lower 48 states - transcends the physical boundaries of Jackson and Teton County. Accordingly, our Vision states that preserving and protecting the area's ecosystem is the core of our community character. Therefore, Ecosystem Stewardship is a Common Value of Community Character in and of itself. However, wildlife, natural and scenic resources, open space, and climate are also integral to our Growth Management and Quality of Life Common Values. The quality of this ecosystem has attracted numerous visitors throughout the years and is the primary reason many residents live here; our Quality of Life depends on many factors, but the primary factor is the continued health and vitality of the ecosystem in which we live."

The use of the Moose Wilson Corridor as a county transportation corridor is inconsistent with the above noted principles contained within Jackson's and Teton County's own comprehensive plan. This is exacerbated by the fact that the county has approved increased development density in the vicinity of Teton Village, most recently with the Snake River Associates development, which will increasingly result in more vehicle traffic being generated and impacting Moose-Wilson.

In light of the County and Town's expressed commitment to not exporting their impacts to public lands, and the fact that Teton County is a cooperating agency in the NEPA effort, a stand alone alternative should be analyzed in this NEPA effort that provides both county-related vehicle and bike access solutions wholly within the jurisdiction of Teton County and that avoid impact on the park's sensitive resources. This analysis of an individual, stand-alone alternative would address bike path improvements and increased vehicle access along Spring Gulch Road as well as construction of a North Bridge to provide vehicle access between Teton Village and non-park destinations such as the airport. To not include this as a separate alternative analysis would result in an inadequate NEPA document, given the County and Town's express policy commitment to not export impacts to public lands, particularly since this is a feasible and viable alternative consistent with NPS objectives and policy regarding resource preservation.

Additional alternatives include analyzing day time use of road, only, and elimination and or reduction of non-wildlife viewing types of commercial use of the corridor such as taxis; year round use of Moose Wilson should not be considered, due to the high resource sensitivities, potential significant impacts to migrating wildlife, and loss of critical over-winter habitat which is an issue throughout Wyoming.

In taking a more incremental approach, the park should focus analysis on an alternative that relies on transit and shared bike use on the existing road surface. This should also be a full, stand-alone alternative, since it would result in nominal environmental impacts and could meet the purpose and need of the NEPA document with minimal permanent physical changes within the corridor and have minimal effects on wildlife.

Finally, the park should also analyze possible adaptive management strategies that would not expand the current paved area, and maintain access to visitor destinations within the corridor (LSR, Death and Granite Canyons, etc), as was detailed in prior WTI studies done parallel and following the 2007 Transportation Plan and Record of Decision. This would also result in nominal environmental impacts and would meet the purpose and need of the NEPA effort.

Regarding specific action alternatives for individual areas, analysis should be done regarding: the move of the Death

Canyon trailhead to the intersection of the road to White Grass, since the road beyond/west of that is unsustainable due to the lack of positive drainage; minimal expansion and definition of the Granite Canyon trailhead; and, realignment of the north portion of Moose-Wilson road out of the riparian area.

Thank you for the opportunity to comment on this scoping document.

Respectively submitted,

John Spahr
1885 E. Limber Pine Rd
Jackson, WY 83001
lodgepole@tetonnm.com

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 390**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/05/2014 Date Received: 02/05/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Correspondence hand-delivered to park headquarters.

Correspondence Text

Moose-Wilson Corridor Comprehensive Management Plan: Comments

My name is Jack Turner. I first visited Grand Teton National Park (GTNP) in the summer of 1960 and I have lived in the park for the past thirty-six years, at Moose, at Jenny Lake, and for the past eight years at the edge of the Moose-Wilson Corridor (MWC) near the south entrance. I was a mountain guide for many years, and president of Exum Mountain Guides, one of the GTNP's large concessions (I have since retired). I wrote a book about the Tetons "Teewinot: A Year in the Teton Range (St. Martin's Press, 2000)" and one about the Greater Yellowstone Ecosystem "Travels in the Greater Yellowstone (St. Martin's Press, 2008)". I've led dozens of treks to the Himalayas and to South America, and taught and lectured at several universities. I served on the selection committee for the Rhodes Scholarship. I love Grand Teton National Park more than any place on planet Earth.

I walk or snowshoe the MWC nearly every day. Recent comments in the News & Guide, at public meetings, and with friends have filled me with anger and dismay.

The MWC is one of the most abused portions of GTNP. The Snake River was ripped, destroying productive riparian habitat and artificially channeling the river to the detriment of fish and the cottonwood forest, all to benefit local ranchers and real estate developers perhaps the first of many instances in which local influence trumped sound environmental policy.

A road runs along the top of the riprap, another leads into the Murie Center, another into the Rockefeller Preserve, another into the White Grass ranch and the Death Canyon Trailhead; the infamous Moose-Wilson road bisects it. An irrigation canal divides much of the southern section of the MWC, and it is crisscrossed with illegal (and legal) horse trails. Over the past several decades the park has mapped these illegal trails, several times, and there are thick binders recording their efforts. Nothing has been done. In my years walking the section between the road, the river,

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the south entrance, and the Rockefeller Preserve, I have never seen a ranger on patrol. The public has mauled it; GTNP has neglected it.

The MWC endures illegal mountain biking, mostly, it seems, by bicyclists wishing to reach the river to fish, either via the riprap road or simply cross-country. They are also quite willing to trespass on private land.

They are rude and contemptuous of any criticism of their behavior. They also ride the horse trails; their tracks are obvious. Park construction projects continue at Moose, and the bike path (which was Opposed by much of the leadership of GTNP) has "uglified" the area with a massive underpass (a terrible entrance to a national park), more asphalt, bridges, and a blizzard of signage.

The section of the Moose-Wilson road beside the Moose Ponds is arguably the worst visitor experience of any place in a national park save perhaps for downtown Yosemite. It is a national shame and disgrace. I have seen visitors there chase moose and throw sandwiches at bears; I have seen them encircle animals. I tell them: "If you want to see a bear or a moose up close, go to a zoo." People stop on the extremely narrow road, open their car doors wide, and proceed into the willows. Traffic jams are commonplace, with anger on all sides. Despite serious efforts, rangers have been unable to prevent, inhibit, or regulate this mess. I have a photograph of a ranger chatting with a group of visitors within twenty feet of a bear.

Of the many magnificent species in the MWC, I worry most about moose and bear. Our moose population is already under intense pressure, and modernizing the Moose-Wilson road will create a new "killing field" for them. We've learned that lesson on the southern section of Route 390. There are so many moose in the MWC I've seen twelve moose on four acres of willows and sagebrush. We need to do everything we can to keep people away in cars, on bikes, or walking from prime moose habitat. Modernization will also stress our immeasurably precious grizzly population. Harassed bears have charged rangers, tourists, and cars, and bringing more people into the area with an expanded road and a bike path invites disaster. "Build it and they will come." Increased human presence will only intensify the park's moose and bear problems. It is not fair to the visitors, and it is most definitely not fair to the animals.

The area is hemmed in on the south and east by resorts, ranches, homes, and an airport. There is no longer any room down here! The extraordinary diversity of wildlife in the MWC needs greater, not less protection. I have seen grizzlies, moose, wolves, whitetail and mule deer, fox, marten, ermine, and many other wonderful creatures. I have seen so many elk in the big meadow south of the Rockefeller Preserve that I could not count them. We have great gray owls and smaller owls. Except for the Oxbow, it is perhaps the densest collection of wildlife in the park. All this is endangered. Again, we need to help this area out, not develop it further.

In short, the MWC critically needs a management plan, but as is so often the case with environmental and conservation issues, the plan needs to focus on managing people. We need more humans out of the MWC, not in it or through it. I support the current trail system, including the historic horse trails. The Rockefeller Preserve has the best trails in the park and the building as a class act. I support the park's use of the White Grass ranch. But we need to do something about the destructive Moose-Wilson road, and we cannot allow a bike path to be built through it. End the road at Granite Canyon Trailhead and at the Rockefeller Preserve; create a new section of road well away from the Moose Ponds. Bikers will still have access at both ends, just as they always have. But through traffic will cease, local traffic near the Moose Ponds will diminish, and people will not be able to colonize precious, critical wildlife habitat. Please aggressively erase previous abuse; please radically increase ranger presence.

The National Park Service is charged with the preservation and conservation of the MWC for future generations. Recent public comments suggest that a powerful vocal faction of local politicians, real estate moguls, bicyclists, and commuters strongly support increased development through this abused and fragile ecosystem. The park was

founded in the face of local opposition; the park was expanded in the face of local opposition; and the park may now, I fear, kowtow to local forces opposing sound conservation policy.

But now the opposition has changed. Most politicians (all?) and businessmen (many?) in Jackson want more development in the park. The reason is simple: it's the source of their money. Business is business.

The recreation community considers the GTNP their private playpen. Again, the only appropriate word for their attitude towards limits is contemptuous. The idea of restricting backcountry skiing access to protect mountain sheep is met with contempt. So is restricting the number of bike paths. Given their druthers, bikers will have bike paths around Jenny Lake and up Cascade Canyon. There are already hundreds of places to ride a bicycle in Jackson Hole, including in GTNP, there is no reason to add more in the park. Local hunters often have neither the desire nor the competence to hunt in the backcountry; they want to hunt from their trucks. Locals on the West Bank want quick and easy access to the upper park. And on and on. Local forces, including some brick-and-mortar-environmental nonprofits, will again seek to control park service policy. In a more remote park, a management plan could be based on environmental and conservation science. Here the biggest challenge will be dealing with local opposition to both.

These forces have deep financial and political power in the county, the state, and the federal government, though many of the individuals so employed have no expertise in ecology or conservation issues. In my opinion, they have often manipulated GTNP into adopting policies and practices that are not in a national park's best interest. Hence, any new management plan that restricts development in the MWC will be met with formidable opposition, despite the obvious fact that these local forces should have no more say about what happens in this national park than the mayor, town council, county commissioners, business people, recreationists, resort owners, commuters, and home owners in, say, Hoboken.

I fear that the National Park Service has neither the courage nor the resolve to stand against those hectoring forces and to do what is best for a small but crucial segment of a future wildlife paradise, the MWC. I hope I am wrong.

Thank you.

Sincerely,

Jack Turner
POB 443
Teton Village, WY 83025

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 391**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
It's undeveloped character and wildlife.

Topic Question 2:
There's too much traffic on it. The amount of traffic should be reduced by either putting in speed bumps or letting the road deteriorate. I disagree with the county's position that the road should be improved and a bike path built. And I am a very active road cyclist, and I often use the Moose-Wilson Road to connect rides in GTNP to the souther part of the valley. I'm willing to deal with the potholes and the dust, and I don't want to see some paved two-lane that will only increase traffic.

Topic Question 3:
The park should maximize wildlife resources. An increasing number of grizzly bears are using this habitat, and they don't need more people and cars.

Topic Question 4:
It's wild character. I would like to see the park not improve the corridor and bring more traffic to it.

Topic Question 5:
The real estate developers and country commissioners, who have an interest in maximizing their investments in the valley, want a high-speed, human-centered recreational corridor in the Moose-Wilson Road. The park service should resist this sort of development. GTNP has many places where human recreation and automobile access is highlighted. We don't need the Moose-Wilson Road to go that route.

Comments:

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 392**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The integrity of the Natural and cultural resources.

Topic Question 2:
All resources must be fully considered in the planning process and must be carefully evaluated before any decisions are made.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 393**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Kevin Schneider
Acting Superintendent
Attn: Moose-Wilson EIS
Drawer 170
Moose, WY 83012-0170

Dear Acting Superintendent Schneider:

Thank you for the opportunity to provide scoping comments on the Moose-Wilson Corridor. We submit the following comments on behalf of our more than 1,100,000 members and supporters nationwide. Defenders of Wildlife (Defenders) is a national non-profit conservation organization founded in 1947 focused on conserving and restoring native species and the habitat upon which they depend.

The Moose-Wilson Corridor is a highly valued treasure for both visitors and residents. We are pleased that the Park Service recognized the need for a comprehensive management plan for this corridor. Changes that have occurred since the 2007 Record of Decision have made it abundantly clear that such a plan is needed. We welcome the opportunity to comment.

A Grand Teton National Park (GTNP) YouTube video describes the Moose-Wilson Corridor as "a destination in and of itself" and a "premier place" to experience wildlife. Reasons given were its slow, unpaved and unparalleled wildlife viewing opportunities. We recognize that maintaining the ecological integrity of the Moose-Wilson Corridor while balancing the needs of visitors is challenging, particularly given its proximity to the urban population center of Jackson, Wyoming. Increasingly this region is witnessing development pressure south of GTNP. With this

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pressure comes the push to increase recreational opportunities for residents and visitors. We urge GTNP to resist this pressure and to be cautious when considering any plans for the corridor that may be contrary to the purposes of GTNP to "protect wildlands and wildlife habitat within the Greater Yellowstone Area," as is stated in your scoping document. GTNP should remain grounded in preservation rather than cater to requests for recreational amenities.

Grizzly Bears

As stated in your scoping document, the final 2007 Grand Teton Transportation Plan EIS authorized the "realignment of 2.5 miles of the northern portion of the road; construction of 3.3 miles of separated, shared-use pathways along the southern end of the road and the testing of various adaptive management strategies for traffic management..." We echo the concerns stated by Chris Servheen, Grizzly Bear Recovery Coordinator (DEIS, P. 322):

"These pathways will increase the probability of bear-human encounters along with moose-human encounters and will effectively widen the human disturbance zone of the highway corridor into adjacent currently undisturbed habitats...I am also particularly concerned about the Moose Wilson road corridor, in the SW corner of the park, where excellent bear habitat exists, black bears occur at high density, but at this time grizzly bears are mostly absent or at low density. A separated pathway there will have impacts on black bears, moose and other wildlife and will eventually involve grizzly bear impacts in the near future..."

Grizzly bears have now recolonized and frequent the Moose-Wilson corridor. Roads have been shown to increase mortality of grizzly bears, cause area avoidance and fragment grizzly bear habitat (Kasworm & Manley, 1990; Mace, et al. 1996; Proctor, et al. 2012). GTNP must take into consideration impacts to grizzly bears of any potential improvements to the roadway such as increased vehicle traffic and increased speed at which vehicles travel along the road. Increased speed and increased vehicle use can result in an increase in wildlife vehicle collisions which raises the number of wildlife mortalities and can become a human safety concern. Faster vehicle traffic may also diminish the visitor's anticipated unique and rustic wildlife viewing experience.

Defenders urges the Park to reassess impacts that the addition of bike paths will have on grizzly bears and those traveling in bear country. Bicyclists moving along a well maintained bike path can travel quickly and quietly. This can result in sudden encounters between bicyclists and grizzly bears. The sudden encounter is the most common situation associated with grizzly bear-inflicted injury (Herrero, 1990). We ask GTNP to coordinate new consultation with the U.S. Fish and Wildlife Service, the Interagency Grizzly Bear Study Team (IGBST) and the state's grizzly bear biologist to discuss impacts that modifications or "improvements" on the Moose-Wilson corridor will have on grizzly bears and grizzly-human encounters. It is important that GTNP take into account the potential for increased grizzly-human conflict thereby the potential for additional grizzly bear mortality when developing this management plan.

Increased visitor use will make it important to ensure anthropogenic attractants are contained in a bear-resistant manner or removed from the area to avoid food conditioning bears in the area. This may involve the placement of bear-resistant garbage containers at interpretative stops. We also suggest that a comprehensive grizzly bear outreach program be part of the Corridor Comprehensive Management Plan and included in any new interpretative signage or outreach literature.

Canada Lynx

Canada lynx are protected under the Endangered Species Act and likely exist in the multi-species coniferous forests that harbor snowshoe hares in the Moose-Wilson area of Grand Teton Park. As noted in the proposed revision to lynx critical habitat (U.S. Fish and Wildlife Service 2013):

"We propose to add 77 mi² (200 km²) of lands in the northeast part of Grand Teton National Park and 182 mi² (470

km²) of BLM lands east of the Bridger-Teton National Forest. Both areas are within the "core area" classified in the Recovery Outline (U.S. Fish and Wildlife Service 2005, pp. 3-5, 21), both are contiguous with the critical habitat area designated in 2009, and both include similar habitats and snow regimes. Both areas have recent verified occurrences of lynx, and are immediately adjacent to an area known to support a small but persistent lynx subpopulation. The areas proposed in Grand Teton National Park have had verified lynx occurrences in the vicinity in the past 5 years (U.S. Fish and Wildlife Service 2013b, p. 1). The proposed BLM lands are considered occupied and are composed of high-quality lynx/ snowshoe hare habitat including mature spruce/fir, mixed conifer/aspens, and aspen stands with documented corresponding high densities of hares (U.S. Fish and Wildlife Service 2013c, pp. 1-2). These BLM lands also include a documented movement corridor (often referred to as Hoback Rim or Bondurant) through this area that may be of key importance to lynx moving through the landscape from the WY Range to the Togwotee Pass area to the north (U.S. Fish and Wildlife Service 2013c, p. 1). This information suggests that these areas contain the physical and biological features essential to the conservation of lynx and meet the criteria (above) for designation as critical habitat (U.S. Fish and Wildlife Service 2013b, entire and 2013c, entire)."

Given GTNPs critical location between two known areas of lynx occurrence (YNP and Bridger-Teton National Forest), it likely serves as an important travel corridor for dispersing lynx in this southernmost extent of the Northern Rockies. A radio-collared lynx passed through the eastern portion of GTNP as it travelled between the Wyoming Range and YNP (Squires and Oakleaf 2005) in 2000. The Park Service should consult with the US Fish and Wildlife Service about possible impacts to lynx from actions in the Corridor Comprehensive Management Plan. As the project is within the Granite Lynx Analysis Unit, standards and guidelines should be followed as written under the Canada Lynx Conservation Assessment Strategy, (Ruediger, et al. 2000).

Wolverines

Grand Teton National Park is home to a breeding population of wolverines (Inman et al. 2009). As wolverines exist as a metapopulation and are in low densities across the landscape, wolverine dispersal via linkage zones are essential for their long-distance movements and long-term genetic diversity (Schwartz et al. 2009). Roads, infrastructure, and other human activities have been negatively associated with wolverine presence and den locations (May 2007), and research has indicated highways can have negative effects on wolverine movement (Austin 1998). Future human developments and activity may increase landscape resistance to wolverine dispersal. Particularly since wolverines are proposed to be listed on the Endangered Species Act, special consideration for wolverines and dispersal habitat should be given for this project.

In Conclusion

As Grand Teton National Park develops the Moose-Wilson Corridor Comprehensive Management Plan we urge an open and public process using the best currently available science. The plan should preserve the purposes, fundamental resources and values of Grand Teton National Park. This includes conserving the Moose-Wilson corridor's "critical ecological role" (GTNP Scoping Notice) which we believe to be a vital resource to the region. The Moose-Wilson Corridor provides an inherently unique opportunity for visitors to experience what makes Grand Teton and the surrounding Greater Yellowstone Ecosystem one of the truly rare wild places remaining. It should be conserved as such for future generations to appreciate. Thank you for the opportunity to comment. We look forward to following this issue as it progresses.

Sincerely

Erin Edge
Rockies and Plains Representative
Defenders of Wildlife

Citations:

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**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 394**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Its wilderness values and a chance to see wildlife/

Topic Question 2:
The NPS must be allowed to go through its normal planning process for the future of this corridor. Any attempt to bypass it should not be allowed.

Topic Question 4:
I would like to see it remain as it is and not be used as a transportation corridor to get people to the ski areas on the back side of the Tetons.

Topic Question 5:
Do a proper planning process.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 395**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The ease of seeing wildlife, and showing wildlife to friends and visitotrs.

Topic Question 2:
It provides a great opprotunity for the NPS to move toward its over-arching goal of greater diversity of visitors to our National Parks.

Topic Question 4:
Maintain a narrow, safe, slow, two-way, park road. Create a safe, separate, complete pathway and provide small busses or vans to allow for increased diversity of visotrs to enjoy this corridor.

Comments: I am glad to see that National Park Service is carefully considering the options for visitor use of this important section of Grand Teton National Park. It presents great challenges and great opportunities, and deserves thorough study and consideration. Even though the scoping process is focusing on a broad corridor with in the park, the NEPA process should considered an even larger area when evaluating options. Uses within the rest of the park and on lands outside of the park will have impacts and should be considered in the NEPA process. If looked at in a broad context, this study offers a great opportunity to better protect park resources while increasing both visitor enjoyment and safety.

The scoping information correctly points out that there have been significant changes since the last EIS, such as the LSR Preserve and the increased use of the area by grizzly bears. But two other changes should also be noted. First, the new park pathway, from Jackson all the way to Jenny Lake, has been a much greater success than anticipated. Not only are the numbers of users surprising, but also the diversity of users is even more surprising. Second, since the previous EIS, Teton County has committed to two complete pathways from the Town of Jackson to Grand Teton

National Park, one that has already been built north from town, and a second under construction west from town, north to Teton Village, and continuing to the park. This will create a loop pathway that is part within the park and part without. The only section of this loop that remains unresolved is the Moose Wilson Road section with the park. It is inevitable that this loop will attract many visitors, some to ride the whole loop, and others to ride or walk portions of it. So there will be greatly increased bike use in the Moose Wilson Road corridor, whether or not a pathway is constructed.

As noted by your Federal Highway engineers, this leads to the conclusion that a separate and complete pathway along the Moose Wilson Road will provide a much greater level of visitor safety, as compared to having pedestrians and bicyclist on the road itself. Past wildlife studies by Grand Teton National Park on the existing pathway to Jenny Lake demonstrated that the impact on wildlife from the pathway was acceptable. Meanwhile the impact of no pathway on visitors to the Moose Wilson road corridor is significant, and, as bicycle use grows, will be unacceptable as to visitor safety. I realize that the terrain and wildlife use of these two roads is very different, and the design and management solution for it will be different, but, for safety reasons, a complete and separate pathway should be part of that solution.

The road itself is mostly a very safe, slow, appropriate road for this part of the park. As your previous EIS discussed, some realignments in the north end could greatly improve resource protection and reduce unsafe visitor-wildlife interactions. Therefore a key option to consider in this process should be to maintain a narrow, slow, two-way road and add a separate, complete pathway. This option will need thoughtful design and management considerations in order to best protect the park resources and visitor safety. But it inherently offers the opportunity to greatly increase visitor safety, enjoyment, and diversity.

The NEPA process should consider how this option, together with other existing and planned pathways, has the potential to expand the park experience outside of Grand Teton National Park. For a bicycle visitor, the park experience can start at Jackson, not at the top of the Fish Hatchery Hill. Or it can start at Teton Village or farther south, not at the Granite Creek Entrance Station. This provides the opportunity to educate these visitors before they enter the park. For example, signage on the pathways outside of the park or educational videos at bike rental shops can be used to educate the visitors to the wildlife issues they may encounter. There are already "Bear Aware" signs on the pathway adjacent to Highway 390, since there are already both black and grizzly bears well outside the park. Management strategies should emphasize contacting the visitors before they enter the park. This will not only help educate and protect the visitors, but will also help protect park wildlife, many of which- --now including grizzly bears- --spend considerable time outside of the park boundaries.

The Moose Wilson Road and a complete pathway parallel to it offers the National Park Service an opportunity to move towards its over-arching goal of increasing diversity in the visitation to National Parks. This will not only be a path used by experienced bicyclists, but, like the path to Jenny Lake, it will be used by a great diversity of individuals and families, with diversity of experience in open, wild lands. Many park visitors lack the backcountry experience to be comfortable on even a moderate hike, such as into Phelps Lake. Creating a pathway along the Moose Wilson road will provide a safe "beginner" trail to help these visitors experience Grand Teton Park and its wildlife, while still within their comfort zones.

I would also like to mention some specific details to be considered in under various alternatives. They are listed below.

Road Alignment and Condition.

Consider modifying the relatively straight sections of road at the south end, just north of the tollbooth. This section of road has some of the fastest driving, and the greatest potential for deadly collisions with animals.

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Paving the south end of the road. The existing gravel section has some of the widest section of the road. If this were paved, it could be narrowed to approximately 18 feet in width, matching some of the paved sections. This will reduce traffic speeds. Also, the use of magnesium salt as dust control on this section of road has damaged vegetation. A paved road may have less negative impact in the long run.

Re-alignment to east of the wetlands near the north end. As was shown in the previous EIS, re-alignment of the road in this section would significantly decrease visitor-wildlife conflict. Fortunately, there is an open section of sagebrush that is appropriate for this realignment. If the new alignment is curvilinear and 18 feet wide, the traffic speeds should not increase too much. A separate pathway will allow the new road section to be kept narrow.

Move the north end intersection to opposite Menor's Ferry intersection. Once the road has dropped off the bench, the road should be removed from the riparian lands and moved north so that it intersects with the Jenny Lake Road inside of the tollbooth. This will not only remove a road from a sensitive riparian area, but will also allow better control of the use of the Moose Wilson Road, as necessary.

Pullouts and Busses. The road should be designed to allow small busses or vans for public transportation. This should help decrease use by private cars and create another opportunity to educate visitors. Strategically placed pullouts would allow the bus to stop so that visitors can get out and be picked up later by another bus, either at the same location, or, after walking a section of the pathway, at a new location.

Pathway Alignment.

Retain the Proposed Use of the Levee Access Road as a Pathway. The last EIS proposed using the levee access road as a pathway alignment. This is a good proposal. It avoids trying to build a pathway on steep terrain from the old South JY Entrance to the old North JY entrance. That section of road is too steep for a safe pathway. Also, this is the most culturally significant section of the existing road, and should be maintained as is. The levee access road is a much more appropriate location for a pathway. This pathway could tie back into road corridor at the LSR Reserve.

Consider the old road dugway as a pathway alignment. South of where the existing road drop off the bench just south of Moose, there is an old road alignment that shows up in a primitive dugway that cuts down from the upper bench to the sagebrush flat that is on the same level as the main tollbooth. By using this as a pathway alignment, the existing road dugway would not need to be altered. This existing scar could be modified to meet the grades required for a pathway.

Connect the pathway at the same location as the road: opposite the Menor's Ferry Road intersection. This will also minimize the disturbance of the riparian area, and keep the pathway inside of the tollbooth, which allows information to be provided on the park resources and education on park stewardship.

Sincerely,

Bill Resor

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 396**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
The unspoiled, rural nature of the corridor.
Access to Granite Canyon area, Death Canyon trails, the Rockefeller Preserve.
Opportunity to observe wildlife, forests, mountain scenery.
Cross Country skiing.

Topic Question 2:
A bike path would be an added attraction linking the path along highway 390 to The park path from Dornan's to Jenny lake.

Topic Question 4:
The road should be improved for safety's sake with fewer sharp curves, longer sight distances, and somewhat wider. However, it is not the responsibility of the National Park to provide a good road for travelers on their way from Wilson to the airport, and points north or east. On the contrary, the county should provide such needed transportation corridors elsewhere, not through the National Park.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 397**

[REDACTED]

Correspondence Information

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Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
scenic and historic

Topic Question 2:
human-animal interaction

Topic Question 3:
preservation

Topic Question 4:
maintain traffic volumes by installing meter stations at each end. Give priority to property owners inside boundaries. Limit # motorists entering by setting a max limit, and when the max is reached only allow vehicles to enter when another exits.

keep the corridor as is, it gives off a rustic natural feeling, no pave improvements, minimize footprint impact.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 398**

[REDACTED]

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Notes:

Correspondence Text

Topic Question 1:

- 1) Crossing the bridge at Lake Creek - it reminds me of a life-changing 2 days spent near this spot in 1962
- 2) Visiting the LSR Preserve enroute either to or from Moose - it reminds me of the 7 years I spent working on the conversion of the JY Ranch to the LSR Preserve
- 3) The scenery and occassional wildlife that I encounter along the way and the transition from sagebrush habitat through the forest with the wetlands nearby to another sagebrush flat - its a moving classroom for those who speak the language

Topic Question 2:

- 1) Over use during the period of high tourist visits
- 2) The dreadful lack of planning where the road goes along the sidehill next to the wetlands/beaver ponds (the road should have been moved out to where the old airport was years ago - regardless of what else is done)
- 3) People stopping and parking their cars wherever they want, obstructing the road and causing dangerous/anoying situations- I witnesses two fights, several fender benders, and some very rude gestures

Topic Question 3:

I think that this effort so far has missed out on explaining more about a few fundamental issues and values like hiking, biking or even riding motorcycles along the road. Being able to feel, smell, see, and sometimes taste the road makes me feel closer to the environment and ecosystem that it traverses. Perhaps I have been a bit 'tainted' by my 7 years with the JY Ranch project but it seems we are missing an opportunity to show how we can love something without loving it to death. The small parking lot at the JY er LSR was planned for the benefit of those who visited the site - otherwise like mist along the river it's magic disappears as numbers increase above certain levels.

I think that the transportation aspects served by the corridor need to be taken 'head on' and not ignored. Distasteful, Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

challenging, controversial as that may be - the Moose-Wilson Road has been and remains for some - a road. Let's get this all out in the open and figure out some real solutions. Few things are as scary as having a fight in the shadows. There are good points to be made from all sides and you and the community have some smart people to address the issues - so isn't that one of the purposes of an open, honest NEPA process? As they said in SOCHI today, let the games begin - realizing that this isn't a game and that the fate of a truly incredible area is being discussed so let's get on with it (hope you get my drift).

Topic Question 4:

I hope that the road will endure in some fashion much like it is but not 'loved to death'. I hope that the Lake Creek Bridge (eventhough its new now) will remain. I hope that visitors can still drive to the LSR Preserve and be inspired by its simple eligence,magic, and limited parking access. And, this is really selfish, I hope that during at least some time of the year I can either ride a bike, drive a motorcycle, or drive a car from Moose to Teton Village. Looking to the future, I would make some route changes (avoid the wetlands/Ponds), add a separate pathway adjacent to the existing or future road for biking and walking, get rid of the places where cars pull off and park (my apologies for not putting out lots more big boulders in 2004-07), keep the curves with some exceptions, if its paved add more curves, and make it showpiece of local-national cooperation and stewardship (Laurence would have liked that too).

Topic Question 5:

I was curious as to what cooperating agencies their were for this process, who are they,what are their roles, opionions, and functions? It's always interesting and sometimes helpful to hear from the other folks with 'skin in the game'.

I am assuming that responding to this scoping effort will enable me to keep up and have standing with this project. Is that correct?

Comments: I have a couple technical questions that I'd like to see addressed in your response to comments.

1) Why did the NPS put out the NOI since there was no description of the need or purpose for an action, no description of a proposed action (1 of 4 specific requirements), and the implementation of any action was well outside of the time frame put forth in the NPS's Guidelines for publishing a (qualifying) NOI? I really don't mean to offend, as a long time avid supporter and practitioner of the NEPA process, I'm curious and interested as it does affect the outcome of scoping and the process in general.

2) Why wasn't this planning effort tiered off of the existing transportation plan ROD either as a supplement to the FEIS or even supplementing the DEIS as the FEIS and ROD stated? Many other NEPA documents produced by the NPS have shown that changed times and conditions can easily be addressed in a supplement to the DEIS, FEIS, ROD or in the absence of a significant impact, an EA. I guess it makes me wonder to what purposes the previous EIS process and ROD served. Was there an inhouse document that led to this present NEPA process? Is it available?

3) What is the No Action Alternative or put another way what is the fate of the decisons made in the ROD associated with the Moose-Wilson corridor, LSR Preserve access, and related issues?

Lastly, knowing most of you who are involved in this process fairly well, I sincerely wish you success in your planning efforts. Having recently driven this corridor daily for nearly 7 years, used it since 1958, and observed how its been used, abused, and managed; I look forward to being part of this process. Ask me about my 1962 experience sometime.

Thanks,
Roy Hugie

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 399**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I travel the road by car and bike and during the winter months, I travel the road on skis. I enjoy entering the forested, winding corridor, traveling at reduced speeds, being alert and observant of wildlife (or signs of wildlife). I value the winter closure of the road and the opportunity to ski with my dog on leash and experience the quieter winter scene. I value the wilderness character of this area and recognize the Moose-Wilson Road as a threshold to areas protected under the National Wilderness Preservation System. Management of the road corridor and trailhead accesses must give weight to the wilderness resources and values effected. I value the cultural and scenic landscape including the historic structures and ranching history.

Topic Question 2:

The most important issues are the Impacts to wildlife and riparian areas due to the high level of human intrusion, current alignment of the road, and high level of vehicle traffic. The use of the Moose-Wilson Road for airport shuttles to and from the village unnecessary. The level of vehicle traffic needs to be restricted, not accommodated by upgrading the road. Commercial wildlife safaris need to be restricted. It is very concerning to see commercial groups ushered in to close proximity of wildlife due to the ease of access provided by the current road alignment and a disregard for regulations protecting wildlife and humans. The notion that the Moose-Wilson Road is a necessary part of the county road system is incorrect. The National Park Service has the opportunity to reaffirm it's commitment to protecting the resources and values identified in this unique area of the park and the agency also has the opportunity to remind the county and state leadership of it's different and highly important mission. Finally, as a bicyclist, there is no significant safety issue when "sharing the road" on the Moose-Wilson Road. The park may create the hazard by upgrading the road allowing for more traffic and increased speeds. I see no need for a bike path and the impact of constructing a pathway outweighs the convenience factor.

Topic Question 3:

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The Park Service newsletter clearly identifies the core resources and values and if decision-makers stand by these priorities, they will guide the prudent decisions for the the Moose-Wilson Road. The preservation of wilderness character and recognition of the Moose-Wilson corridor and as a threshold to areas protected under the National Wilderness Preservation System are fundamental responsibilities and must be considered in this process.

Topic Question 4:

Bicyclist should continue to share the road, not be unnecessarily accommodated by constructing a separate bike path along the Moose-Wilson Road. The Road should remain closed to vehicle traffic in the winter. A new section of road should be constructed away from the Beaver Ponds. The character of the road should remain narrow and winding. The access road to Death Canyon Trailhead remain dirt/gravel and narrow. Maintenance of this road should be improved however (grading & erosion control) Parking along access road to Whitegrass and Death Canyon needs organization to eliminate the current and on-going off-load parking, vegetation damage and soil and root compaction.

Topic Question 5:

I use the Moose-Wilson Road to more directly commute from my home in Moose to my home in Victor. I could support the elimination of thru traffic on the Moose-Wilson Road (effectively have a closure of a segment of the road and have access by foot, bike or ski only). I could also support a one-way traffic scheme if it would result in more desirable resource conditions in the future. I would be willing to forfeit my personal convenience of driving this corridor if it would benefit the resources and values, including the wildlife and habitat along this road.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 400**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The historic value of the Moose-Wilson corridor and GTNP go hand in hand. The wildlife viewing opportunities are unparalleled, from the beaver pond to fall black bears, otters and wood ducks at Sawmill ponds, and an abundance of elk, moose, and songbirds. The Moose-Wilson corridor provides visitors the opportunity to intimately explore the diversity of habitats that the road passes through.

Topic Question 2:

1. Wildlife are constantly interrupted, stressed, and habituated because of the extremely high volume of traffic.
2. Safety for cyclists and walkers is compromised by the volume of vehicles.
3. Allowing access to the southern portion of the park on the Tetons side of the valley is necessary for the fundamental enjoyment of the park.

Topic Question 4:

1. Rustic nature of the road should remain to keep pressure on the area lower.
2. Focus on creating safe options for cyclists and walkers.
3. A few more pull outs could help to relieve wildlife congestion

Topic Question 5:

The Moose-Wilson corridor provides unique opportunities for locals and visitors to experience multiple habitats and view wildlife. However, the balance between park resources and visitor enjoyment is critical. In a sense this park has already made many concessions for locals, i.e. Grazing leases, elk hunt, no entrance fees in many parts of the park, an airport, private in holdings, and land leases. Maybe, the moose-Wilson corridor management plan can be based on the preservation purposes of th National Park system, instead of conceding to the desires of the numerous

constituencies with conflicting ideas.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 401**

Author Information

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
So many animals and birds! So many different types of habitat.

Topic Question 2:
So many impatient drivers coming too close to people walking or on bikes, or just driving too fast for the road!

Topic Question 4:
Other national parks have roads that are closed to private vehicles. (Private vehicles should still be able to access the LSR Preserve and the road off to the Death Canyon trailhead.)

Topic Question 5:
And how about some more parking at LSR in the process?

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 402**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
It's wildness. It is a different habitat from other nearby areas, rich in wildlife and flora. The ability to walk/run this road with little to no traffic.

Topic Question 2:
The push to open the road as a commuter link. It will send traffic though an important wildlife area and widening it or adding a bike path with irreversibly dismiss the features at make this area unque and special.

Topic Question 3:
It is an important area for expanding and recovering wildlife populations.

Topic Question 4:
I would like to see the corridor closed to motorized traffic, allowing hiking, biking and skiing on the existing raidbed.

Topic Question 5:
Please allow the NPS scoping and planning process to continue unhindered. Forcing a locally driven legislative "solution" without allowing the process to continue disregards the fact that the MWR is part of a nationally significant resource, preserved for ALL Americans, not just local interests.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 403**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The beautiful scenery and various types of wildlife is what I value most about my visits to the Moose-Wilson corridor because seeing such things, being a part of such things, enriches our lives.

Topic Question 2:
I think the most important issue affecting the corridor is the speed at which people drive. It is critical to keep the speed limit down in order to protect the wildlife. Regarding a bike path, I do not think this is a good idea. I think more construction in the corridor, including more pavement, will disrupt the wildlife. For bikers, lets market the path that was installed along North Highway 89 and leave Moose Wilson Road for the wildlife and scenery, maintaining it's important role in natures need for connectivity.

Topic Question 3:
I don't understand this question. Sorry!

Topic Question 4:
I hope for the Moose-Wilson road to remain closed in the winter time and for the road to stay relatively the same as it is for it is an important piece to natures connectivity pattern.

Topic Question 5:
I thank the park service and all organizations who have made this public comment period so attainable for us. The Moose-Wilson Road is a critical piece to our communities character. I think widening and/or straightening the road or opening the road during the winter months would dramatically shift our community character from those that like to be outside, being a part of nature, to those that like to view nature from a windshield. Thank you!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 404**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The scenery, wildlife, riparian zone, and natural setting. Why? because these types of environments are very rare in the U.S. and the setting in the Grand Tetons is a jewel of the continent.

Topic Question 2:
The primary issue is the protection of the unique habitat of the corridor and riparian zone. It is special, there is too little of it, and it must not be compromised.

Topic Question 3:
They are accurate. However, the primary one is the natural setting, allowing all the other resources to be enjoyed and experienced.

Topic Question 4:
I personally would like to see all vehicular access on the corridor terminated and only foot, bicycle, and equestrian use occur on the corridor.

Topic Question 5:
There should be zero tolerance for any additional impacts to the natural attributes of the corridor (habitat, scenery, water quality, air quality, wildlife, etc.)

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 405**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The rich diversity of plants and animals, combined with magnificent scenery. I am continually astonished that this portion of Jackson Hole was procured for a national park, and at the generosity of the L.S. Rockefeller family in the donation of their in-holding. I am struck by the vulnerability of the area, in the context of incessant growth to the immediate south border of the Park. Much of the high-quality riparian and adjacent habitat in Jackson Hole has been greatly compromised by development and human use. As noted by the newsletter, the constriction of river and mountains and the mix of habitat types provide qualities that are unique and extraordinarily valuable for wildlife. I avoid recreational visits in summer, as a county resident. The human congestion is distressing. The mix of distracted-driver sightseers and impatient local drivers trying to get around the tourists is scary. The crush of vehicles degrade the soundscape, which is already periodically bad due to low-flying aircraft to/from the airport. The human pressure on the animals trying to forage or rest is troubling; there is not much distance between the people and animals given the immediate proximity of road and habitat. Adding more amenities, such as a pathway, would not encourage me to visit, it would just make me sad about the sacrifices that were made. As a biologist and a researcher in the Park, I highly value the area for its tremendous habitat quality, biodiversity, amphibian abundance, and the extraordinary opportunity to see the transformative powers of beavers...More about this in the comments section 6.

Topic Question 2:

- Please re-evaluate the term 'corridor', given the size and importance of the area that is the subject of the Comprehensive Plan. This area is much more than a passage or a belt of land linking Moose and Wilson.
- "Comprehensive" planning is vital. Please pursue a very detailed EA, or an EIS.
- Wildlife conflicts and habitat loss are my primary concerns.

Increasing human use, whether by motorized or non-motorized use, will likely lead to wildlife harm and decreased

habitat availability. I am very concerned about bears, which are attracted by the fruit-bearing shrubs and other natural foods. If there are direct human conflicts with bears and humans, it seems likely that bears will be killed or moved.

The beavers need space to expand or change their system of dams. While I appreciate the Park's past efforts to keep beavers from flooding the road without killing them, this seems like a temporary band-aid to a foreseeable, long-term problem for both humans and beavers. Consider long bridges across all the areas prone to beaver-flooding, if the road is retained or reconstructed.

Consider wildlife hiding cover. For each alternative, will the proposal increase or decrease exposure of animals feeding or moving through the area?

The subject of amphibians is addressed in Section 6 of my comments.

-The term 'visitors' is ambiguous in this situation because so much of public discourse has been about local needs and demands (county officials, local pathways proponents, Wilson and Teton Village residents). I support your efforts to focus on Park resources and values. Please try to distinguish local users from Park destination visitors in your analyses of corridor use and management.

-Pressures for human use and development may hamper making sound decisions that will preserve and protect the area.

A component of the Jackson Hole community seems to have sadly forgotten this is a national park. Arguments that the Park owes local people a nice place to ride bikes should be seen as a parochial claim, even if many local letters and petitions are generated.

The area should not be seen as part of the 'transportation network' for Teton County, which has done an obviously poor job of planning and managing private-land growth and traffic. I strongly disagree with County Commissioner Hank Phibbs' stated views that the county can claim this road as part of their transportation system. I hope the Park stands up to these forces...the Moose-Wilson road should not be used to resolve some of the county's current and future transportation issues.

-Do bikes replace cars where both uses are promoted?

The popular idea that a bike pathway might reduce vehicle use needs to be examined. Many people may drive to either end of the pathway, and some will station cars at both ends. Clearing more land for parking lots to service bicycle recreation is highly objectionable. If there are alternatives with bike paths, please investigate and disclose how much the existing bike paths in the Park may have increased motorized vehicle use. What is the real carbon footprint of paved pathways? Include construction and long-term maintenance as well as user travel to and from the pathway ends in their cars and SUVs.

- -Safety issues for cyclists should not be exaggerated.

The 'safety' argument pushed by pathway proponents also needs rational examination. One person has already died on a pathway in Jackson Hole due to a collision with a cyclist; pathways are not free from risks. In addition, the risk of colliding with a bear or moose while cycling seems significant in this area and should be a major area of concern in the analysis.

Cyclists have many options in Jackson Hole if they want to ride on pavement separated from roads; they don't need to peddle between Moose and Wilson to enjoy the Park and get exercise. It is also apparent that many cyclists prefer to ride on a road even when a pathway is available so that they can go faster. Building another pathway in GRTE is not a guarantee that someone won't be hit by a car.

-The high costs of pathways.

Pathways are expensive to build and to maintain. Will visitor centers and other roads in the Park be closed to save money for the sake of new pathways? The recent seasonal closure of the new Visitor Center and last year's closure of several popular Park roads reminds us that the Park cannot consistently afford to maintain its existing developments, let alone handle new ones.

The Park should consider user fees for cyclists, whether or not there is an alternative in this Plan for pathways. It hardly seems fair that backcountry campers have to pay \$25 even when they camp far from facilities, while thousands of cyclists per week get a free ride on expensive sidewalks that need frequent maintenance with large machines. The Plan should disclose the full costs of construction and maintenance (for the next 20-30 years) for any

pathway and associated amenities.

- -The option of closing the Moose-Wilson to cars has much merit; please include this as an alternative.

The current road has conflicts between sight-seers and speed-through-it drivers. Widening the road means a large loss of habitat, and will boost vehicle speeds and conflicts. If the road cannot be closed, measures to reduce and restrict vehicular use should be implemented; e.g, prohibit large RV's, close the road dusk to dawn, make it a one-way road, provide a shuttle service to the LSR, lengthen the seasonal closures, etc.

The worst possible decision, in my opinion, would be to widen/straighten the road and to add a separated paved pathway. This would be the maximum loss of critical wildlife habitat and pose the most risk to animals.

-Vegetation manipulation for the purpose of fuel reduction and wildfire prevention.

Fuel hazard reduction projects often seem to contradict the values of scenic resources, wildlife habitat, and natural processes. The big slash piles placed underneath green trees along the Death Canyon road were an enigma...did you want to kill the trees left standing, or were the piles just badly placed? The amputation of lower limbs of trees, and the stumps from felled trees, degrade the natural environment, and I think it adds to visitors feeling careless about the place (e.g, parking wherever they please or tossing litter) because it looks so abused.

This planning process should disclose any additional planned fuel hazard projects, and the combined, cumulative impacts on forest ecology (species composition, old growth characteristics, wildlife) from all past and planned projects in the Moose-Wilson corridor. If new development is proposed, disclose what new fuel manipulation projects this could result in, and the probable location, acreage, and timing of such projects.

Topic Question 3:

I am concerned about the focus on human users. Only one of the 4 stated components of 'Purpose of Grand Teton National Park' involves recreation and enjoyment, but the planning process and current discussion seems focused on visitor experience, which worries me about the final planning product. The 'planning schedule', for example, has milestones about human use metrics, but mentions nothing about biological/ecological monitoring and assessment. Reading the newsletter, I am not assured that GRTE has detailed information about wildlife (especially the less visible kinds), or has intentions to obtain such information. Does GRTE have adequate data on wildlife and plant communities to understand the impacts stemming from current human use, let alone the types of developments and activities that may be proposed? I fear the impacts on animals and their habitat will be an afterthought to the decision, with some mitigation measures for wildlife that may not be implemented in the future due to lack of funding or other problems.

The process of analyzing, approving, and managing other pathways projects in GRTE and Jackson Hole does not provide a reassuring record of careful thought and respect for the environment. It is a tough situation because the pathways proponents are so single-minded, vocal, and well-connected with donors and political forces. They consistently deny impact on the environment, while simultaneously proclaiming they are 'conservationists'. Even if cyclists initially accept some mitigation measures, they may quickly campaign against them once the pathway is built, as occurred with seasonal closures of the pathway bordering the National Elk Refuge.

Topic Question 4:

- -Reduce the human footprint rather than expand human use in the planning area.

The LSR visitor center sets an extraordinary tone of quiet nature appreciation; this is unique in GRTE and provides a vision of how to proceed. Unfortunately, the LSR also adds congestion to the corridor under current management. The Park has allowed for expanded uses (LSR, Whitegrass) in a context of increasing Park tourism and local population growth without apparent consideration of cumulative impacts. It is past time to take a hard look.

-Rather than a 'corridor', plan for how best to get Park visitors to the Park attractions with a minimum of environmental stress.

- -I strongly support a detailed planning process for the area, even if it takes some years to complete. The decisions

made will have profound and long-term impacts; they must be based on sound scientific information, clear depiction of local pressures on decisions, and a hard look at consequences. The history of GRTE and Yellowstone has many examples of managers resisting strong pressures and relentless lobbying to develop for contemporary human demands; I urge you to persevere in that tradition.

Topic Question 5:

Some immediate actions may be needed, pending Plan completion.

Please consider limiting use by commercial wildlife touring businesses (number of visits and size of vehicles), to reduce current congestion.

The Death Canyon road and trailhead parking is an obvious mess, with a deteriorating road and people parking wherever. This problem should not be allowed to drag on. Can you implement a shuttle system to transport people to and from the trailhead?

Comments: Amphibians are omitted in the newsletter, apart from mention in the Soundscape section. Amphibians occur in abundance and high diversity in portions of the planning area. The Comprehensive Plan should not exclude them.

I am field coordinator of a long-term amphibian monitoring project in GRTE and YELL, and I have conducted or supervised amphibian surveys in a study area west of Sawmill Ponds overlook annually since 2006. Data from the project can be obtained from the National Park Service's Greater Yellowstone Network Inventory and Monitoring Program (GRYN, based in Bozeman, MT).

The study area is identified as Catchment 4783; one of 30-some catchments of the parkwide YELL/GRTE amphibian monitoring program. To summarize findings, this catchment is the only one in GRTE that hosts breeding populations of all four species of extant native amphibians. Initially, 2006 to 2011, we observed the wetlands of this catchment to be shrinking and filling, with many old beaver dams long abandoned and wetlands converted to dry lands. Three species of amphibians had breeding sites, but most of the sites were shrinking and degrading in quality. In 2012, new beaver impoundments appeared at the north end of the catchment, evidently expanding from the beaver lodge/colony near the Moose-Wilson road. By 2013, there were large areas of new wetland in the catchment, rapidly colonized by all 4 amphibian species, including the relatively rare boreal toad. In my experience of conducting amphibian surveys in GRTE/YELL for the past 20 years, I view the Sawmill Ponds area as the most productive and dynamic to be found in either park. This area has high scientific value. While beavers are known to have a positive influence on amphibians, it is very rare to be able to document the phenomena of rapid wetland change and amphibian colonization due to beaver recovery.

During amphibian surveys in this area, we have also noted an extraordinary abundance and diversity of songbirds and raptors, nesting sandhill cranes, courtship flights of common nighthawks in June, many ungulates (moose, elk, and mule deer), small mammals, and abundant bear sign. I consider this area to have the most abundant and diverse wildlife of any catchment we monitor across the two national parks.

In light of these findings, please evaluate and consider:

- Amphibian habitat needs, including breeding, foraging, wintering, and migration zones. Roads, pathways, and parking areas can eliminate, degrade, and fragment habitat. In addition to habitat issues, amphibians are susceptible to roadkill, pollutants, capture and taking, noise, and aquatic diseases.

- Beaver constructions benefit amphibians by providing habitat, so planning to allow beavers to persist and expand is probably one of the best ways to protect amphibians. This would require mapping not only where beavers are now, but where they may expand, including areas that were formerly abandoned but may be re-colonized, streams that may be dammed, and areas that may be flooded by such dams.

- Investigate the area's beaver population, including its size, significance, future habitat needs, and conflicts with current management and proposed actions. Why are beaver declining elsewhere in the Park? (Consult the work of Professor Bill Gribb, U Wyo, who has found a precipitous decline of beaver in the Park since the 1970s.) What measures are needed to help beaver persist in the Moose-Wilson area? What can be done to minimize conflicts with

humans while retaining a robust beaver population?

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 406**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value most the fact that the corridor has remained unchanged since the first time I drove the Moose-Wilson 25 years ago. I enjoy the sense of nostalgia in seeing the exact same limited infrastructure that does not detract from what I want to see most: pristine riparian and timbered areas that should be protected from developmental "enhancements" so that my children might see the exact scenery that I have loved for many years.

Topic Question 2:

The most important issue affecting the Moose-Wilson corridor is conservation and protection, mostly from an overzealous population of Jackson Hole residents who feel entitled to expand pathways and roadways for recreational opportunities, under the guise of "safety" for recreational users. During recent trips to the new Rockefeller Interpretive Center, I have seen how drastically the foot traffic in that area has increased. The paths are very nice and most visitors are enjoying a classic National Park experience with their families in nature. I also was surprised to see how many local recreationists were using the paths to access the trails west of the road for trail-running. The number of recreationists who were looking for just another place to condition and train was disappointing, given the vast number of trails available all over the valley to athletes. I hope that the National Park Service will have the fortitude to prohibit any further changes to the corridor which would further increase the number of visitors who would bring their bicycles and running shoes to a relatively undisturbed area.

Topic Question 3:

I have not seen the newsletter.

Topic Question 4:

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I hope to see no further changes in the future. Please maintain the road as in past years, and remember that this special area is a National Park, not a municipal park.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 407**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
In truth, it's a way to go to Death Canyon or the Rockefeller Preserve or up to Moose and on into the park. It's wonderful that it's so peaceful and beautiful. It used to be a peaceful drive. But it is NOT peaceful anymore because of the heavy traffic.

Topic Question 2:
The most important issue is that the area around the Moose Wilson Road from the southern park gate to moose is prime wildlife habitat. And that's a direct conflict with the other big issue -that the road is a major route for transportation.

Topic Question 3:
Certainly, it is most important to preserve the wildlife habitat. There are moose -who are in decline- and there are elk in the woods, lots of wet lands wildlife, and grizzlies -a protected species- using the area in the late summer and autumn for berries. The wildlife habitat is critical.

Topic Question 4:
Obviously, preserving wildlife habitat, especially such critical habitat, is absolutely most important. It is time to move that road or simply close it altogether.

Topic Question 5:
Again: The Moose-Wilson Road, from the southern park gate to Moose is too important to wildlife to be used as a transportation corridor. There is too much traffic for it to be used safely as it is. Improving it would be detrimental to wildlife and only increase the speed people travel on it. This is not the place for a road. It is not the place for a bike path. The bike path should follow the road wherever the road is moved -someplace outside of wetlands and woods

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and berry patches.

Comments: Fifty years ago one almost never saw another car when driving the Moose-Wilson Road. There was no Teton Village, no Aspens, no golf course, no Skyline Ranch. Wilson was "Cannibal Island," not the "upscale west bank." Things have changed. Times have changed. The Moose-Wilson Road is used heavily for all sorts of reasons. That use is a direct conflict with the wildlife in that same area. The woods, the ponds, the wetlands, are all important to wildlife. Very important. So we need to find a different transportation corridor. That's all there is to it. It makes no sense for the county to rely on the Moose bridge across the Snake. Certainly not as accessed by the Moose Wilson Road. Egad! Imagine that the Wilson Bridge is closed and all that traffic is routed up the Moose-Wilson Road!! Have you ever seen the traffic back up when the Wilson Bridge is being repaired or painted? You would need a four lane highway from the Teton Village "Y" to Moose! Is that a good thing to have through the Moose Ponds and the wet lands and Joy Creek?

No. We need to find some other place to put a road and a bridge and leave the good habitat to the animals who need it.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 408**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

There is little doubt that the Moose-Wilson corridor is one of the special areas of GTNP accessible to all. The abundance of wildlife and diversity habitat.

Topic Question 2:

The single most important issue affecting the Moose-Wilson corridor is the existence of the active through roadway itself. I have utilized this roadway in the summers as a matter of convenience to get somewhere else for the last 43 years. That is wrong. The road, currently closed to vehicular traffic for up to seven months every year should be closed to non-emergency vehicular traffic permanently.

I am in favor of a non-vehicular pathway for walkers, bikers, horses, skiers..... connecting from 390 to Moose.

Topic Question 3:

This corridor is a special place. It should be treated and preserved as such.

Topic Question 4:

Close this road to motorized vehicular traffic (except emergency vehicles) permanently. I would end the road from the south with a parking lot / trail access on the area of the Granite Canyon trail head.

At the north I would terminate the roadway in the area of the LRP.

A "Pathway" from Moose south to 390 north of Teton Village would be an asset for all to enjoy.

Topic Question 5:

The Moose-Wilson Road should be closed to all through motorized vehicular traffic year round permanently. It is already closed for 6 - 7 months annually. The contention that it has historically been a part of the transportation plan of Teton County is blown way, way out of proportion. Prior to the development of the JH Ski Resort in the mid 60s, this entire roadway was an unpaved rural ranch road. Only with the development of the ski area did the State of Wyoming develop the highway into 390. Of note at that time it did not end at the ski resort; but, continued up and curved east to end at the R Lazy S Ranch gate. Prior to the construction of the entrance gate at Poker Flats the Moose-Wilson Road was a left hand turn north and up into the park. Additionally, although Teton County has commissioned a few traffic studies and transportation plans through the years, with much fanfare and debate, to my knowledge not one has ever been agreed upon or adopted by any one or any governing body.

For the contention that this link is a vital part of a traffic plan is clearly bogus. If it were so significant, how can it be closed for over 1/2 of the year - every year.

Please be clear. Teton County's traffic / transportation issues are not the responsibility of GTNP. There is absolutely no doubt in my mind that if this road is closed to vehicular traffic, the stakeholders - JH Mountain Ressor, JH Resort Association, Shooting Star, the Resor Family, Teton County, the JH Airport Board, Teton County, the Town of Jackson, The JH Chamber of Commerce and WYDOT will solve the "problem". There will be a direct linkage from the northern end of WYO 390 across to WYO 89-191. It may well turn out that this is done in a cooperative effort with GTNP; but, it will be done. When WYDOT built 390 they located (6) routings across to WYO 89-191 at the time. The only reason that road was not built was that they could not justify the need - then.

The roadway re-alignments from the Moose entrance across to the cut-way and that south of the Sawmill Ponds make perfect sense.

I am also in favor of the entire Future Pathway Alignment, approved 2007 as note on the mapping.

There is clearly a need for more parking in Moose. Id go so far as to recommend access inside the Moose entrance to more parking, possibly on the southern side of the main roadway in the general area of the existing roadway from the cut-way over to Moose. This parking lot could serve the Pathways inside the park going north in the park to Jenny Lake and also south through the M-W Corridor.

Looking further into the future, this new parking area could also become the Transit Hub for a shuttle initially envisioned to serve visitor intending to visit the Rockefeller Preserve and the beauty of the M-W corridor. After that it will not be too long before GTNP will have an internal transit system throughout the entire park - IE: Glacier, Zion, Dinosaur.....

Comments: Please remember _ "Is it good for the Park?"

Thank you for your time.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 409**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The sense of place, the variety of the plants, geography and wildlife.

The sense of place is unique... the very basis of the Valley's real estate developers' vision for self-enhancement. Let's preserve the sense of place. Let it be.

Topic Question 2:

Most important to me are the ability to walk/bike/ski through the area without having to be exposed to dangerously unconscious drivers.

In summer and fall: Mass transit option of some sort on a loop, available from Moose to points South, and the huge parking area at Hardeman meadows in Wilson at the South, to points North: Rockefeller Preserve, access to trailheads along the Tetons, e.g., Death, Granite canyon trailheads, etc. Make it a transport line in the Park, with a regular route, on this road, with the option of being dropped off where you like; pick-ups at established trailheads. Denali does it; why can't we? Or how about light rail (no emissions) alongside a bike path?

The Teton Village developers' purported paucity of transportation options to and from the airport does NOT constitute an emergency on my part, or a need to accommodate their bee-line tendencies.

Close the road to cars, year-round. Let the tourists and out-of-town skiers drive through the town of Jackson, to and from the airport, bless their hearts!

Maintain the flow of traffic through the town of Jackson, keep the tourist dollars filtering through the town's economy.

Topic Question 4:

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Non-motorized access only, except shuttle/light rail.

Topic Question 5:

Denali Park manages with ONE ROAD in the park. Let's see how light a human footprint we can leave on this area on the Park.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 410**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

It is more peaceful and untouched than other roads in the park. Viewing wildlife, woods and access to hiking trail is an important part of our visits to the park.

Topic Question 2:

Conservation of woods most important.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 411**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

- Extraordinary wildlife values
- Diversity of habitats
- Lack of habitat fragmenting development
- Slow, winding character of the existing road
- Opportunities for solitude
- Scenic vistas
- Wildlife viewing opportunities
- Historical values
- Access to backcountry hiking

Topic Question 2:

- Increasing traffic volume
- Increasing risk of vehicle collisions with wildlife
- Increasing risk of human/wildlife conflicts, especially grizzly bears, moose, and mountain lions
- Potential conflicts with conservation easement on Laurence S. Rockefeller Preserve

Topic Question 3:

We support the fundamental responsibility of the Park Service as stated in the newsletter, to protect park resources. We agree completely that it is not the responsibility of the Park Service to provide transportation corridors to non-park destinations.

Topic Question 4:

- Remain the premier wildlife habitat it is today
- Not be used as a transportation corridor to get to non-park destinations
- Continue to provide access to hiking trailheads and the Laurence S. Rockefeller Preserve
- Effectively reduce the probability of human/wildlife conflicts and vehicle/wildlife collisions
- Reduce vehicle traffic
- Maintain the quiet and low-impact character of the existing road

Comments:

February 6, 2014

Acting Superintendent Kevin Schneider
Grand Teton National Park
PO Drawer 170
Moose, WY 83012

Dear Acting Superintendent Schneider:

The Wyoming Chapter of Sierra Club and Sierra Club's Greater Yellowstone Campaign would like to submit the following comments for scoping on the proposed Moose-Wilson Corridor Comprehensive Management Plan. We submit these scoping comments on behalf of more than 3,000 Sierra Club members and supporters in Wyoming, and 2.4 million Sierra Club members and supporters throughout the United States, who jointly own and care deeply about the management of Grand Teton National Park.

Grand Teton National Park officials stated in the scoping newsletter that the purpose of this plan is "to determine how best to provide appropriate opportunities for visitors to use, experience, and enjoy the area while protecting park resources", and "to ensure the protection of significant national park resources and values." We concur that the top priority for management of this road corridor within the national park must be to protect significant park resources and values. Designation as a national park confers responsibility to ensure the highest level of resource protection, and management actions must meet that responsibility.

The Moose-Wilson road is a minimally developed motorized route through premier wildlife habitat and scenery at the foot of the Tetons, and is unique when compared to other motorized roads in other national parks throughout the country. In addition to providing direct access to the park's wilderness, the corridor also gives visitors the opportunity to safely and slowly experience distinctive scenery through varied landscapes with unparalleled wildlife viewing opportunities. These values must be preserved under future management.

Residential and commercial development near Grand Teton National Park is not an appropriate driver of park management decisions. It is the responsibility of the park to maintain access for park visitors who want to experience the Moose-Wilson corridor as a destination in and of itself. It is not the responsibility of the park to provide access to non-park destinations or to provide by-pass or commuter routes through the park.

The Moose-Wilson corridor must be maintained as a national park road. It is not, nor should it ever become, a county transportation corridor or a recreation-focused corridor for a single user group. Grand Teton National Park is a national park belonging to all Americans, not a county or state park.

Most Valued Characteristics of Moose-Wilson Corridor

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- Extraordinary wildlife values
- Diversity of habitats
- Lack of habitat fragmenting development
- Slow, winding character of the existing road
- Opportunities for solitude
- Scenic vistas
- Wildlife viewing opportunities
- Historical values
- Access to backcountry hiking

Most Important Issues Affecting Moose-Wilson Corridor

- Increasing traffic volume
- Increasing risk of vehicle collisions with wildlife
- Increasing risk of human/wildlife conflicts, especially grizzly bears, moose, and mountain lions
- Potential conflicts with conservation easement on Laurence S. Rockefeller Preserve

Fundamental Resources and Values Described in the Newsletter

We support the fundamental responsibility of the Park Service as stated in the newsletter, to protect park resources. We agree completely that it is not the responsibility of the Park Service to provide transportation corridors to non-park destinations.

Aspects of Moose-Wilson Corridor That Should Continue

- Remain the premier wildlife habitat it is today
- Not be used as a transportation corridor to get to non-park destinations
- Continue to provide access to hiking trailheads and the Laurence S. Rockefeller Preserve
- Effectively reduce the probability of human/wildlife conflicts and vehicle/wildlife collisions
- Reduce vehicle traffic
- Maintain the quiet and low-impact character of the existing road

Additional Comments and Suggestions

Within the above context, we request that the following issues specifically be addressed in planning process.

The Park Service should clearly explain the need for expanding or upgrading the existing road, or adding a separated multi-use pathway along the road, within the context of how such development would align with the stated purpose of the corridor management plan, which is to protect and enhance natural resources and values of Grand Teton National Park.

According to National Park Service law and policy, a national park is required to provide access only for those uses that are compatible with and appropriate to resource preservation. For example, National Park Service Management Policy 1.4.7.1 states that "Park managers must not allow uses that would cause unacceptable impacts; they must evaluate existing or proposed uses and determine whether the associated impacts on park resources and values are acceptable."

Adding recreational amenities, including bicycle pathways, can only occur if they do not adversely impact sensitive natural or cultural resources or other natural values. Adding a separate bike pathway in the Moose-Wilson corridor certainly would negatively impact wildlife, scenic, historic, and other natural resource values of the area, as would increasing the width of the existing road. Neither action should be permitted.

Due to the slow vehicle speeds on the current road, the risk of vehicle collisions with wildlife is somewhat

minimized, and non-motorized vehicles (primarily bicycles) are able to use the road with reasonable safety. If making the corridor more amenable to bikers is desired, then methods to manage motorized vehicle volume that do not entail permanent damage to natural resources should be chosen. Widening the road or adding a separated pathway should not be an option, due to the irreversible resource damage these actions would cause.

The park's management responsibility is for resource preservation. The park is not responsible for building additional recreational amenities that conflict with resource preservation, nor is it responsible for providing transportation routes for through traffic that conflict with natural resource preservation.

Impact Analyses

We request that the following analyses of potential impacts be conducted.

1. Provide a detailed analysis of the impacts of a separated pathway on Moose-Wilson road, and how the impacts from such a pathway would align with NPS Management Policy 1.5 (Appropriate Use of the Parks) and Policy 1.4.7 (Decision-Making Requirements to Identify and Avoid Impairments). Include in the analysis a full investigation into the irreversible consequences of installing such development on wildlife, visitor experience, scenic values, historic values, and other cultural values.
2. Provide a detailed analysis of the impacts of increasing volumes of vehicles in the corridor, including impacts on wildlife, visitor experience, scenic values, and cultural/historical values. Quantify the long-term impacts of predicted rates of increased motorized use of the road.
3. Evaluate how many bicyclists currently use the road compared to the total number of park visitors who use the road, and quantify the impacts from building a separated pathway in the context of the proportion of park visitors who would benefit from a separated pathway.
4. Provide a detailed analysis of the increased potential for conflicts between grizzly bears and humans within the Moose-Wilson Corridor if a separated pathway is constructed. Integrate in this analysis grizzly bear conflict data and other current research regarding impacts of biking on grizzly bears, and either align recommendations with this research or justify why they are not aligned.
5. Provide a detailed analysis of the increased potential for conflicts between moose and humans within the Moose-Wilson Corridor if a separated pathway is constructed. Integrate in this analysis current scientific research on reducing conflicts between moose and humans, and align recommendations with current research or justify why they are not aligned.
6. Provide a detailed analysis of the increased potential for conflicts between mountain lions and humans within the Moose-Wilson Corridor if a separated pathway is constructed. Integrate in this analysis current scientific research on reducing conflicts between mountain lions and humans, especially humans on bicycles, and align recommendations with current research or justify why they are not aligned.
7. Provide a detailed analysis of the increased potential for grizzly bear, moose, elk, black bear, and other wildlife collisions with cars if the road is widened, traffic volume increases, traffic speeds increase, or other likely results of improving the road. Integrate in this analysis current scientific research on reducing wildlife mortality from motorized vehicle collisions, and align recommendations with current research or justify why they are not aligned.
8. Provide a detailed analysis of the likely increase in accidental or intentional food rewards to wildlife and the impact such an increase in food rewards would have on grizzly bears, black bears, and other wildlife including the

estimated numbers of additional grizzly and black bears that could be killed through necessary management actions. Include an analysis of the impact of incidental take of grizzly bears in the area.

9. Consider convening an independent panel of grizzly bear scientists to evaluate all potential impacts of road widening, increased traffic, increased traffic speeds, and a separated bike pathway on bear population levels, human/bear conflict levels, and individual bear families known to frequent the Wilson-Moose corridor.

10. Provide a detailed analysis of habitat fragmentation, loss of habitat cover, and associated impacts to all wildlife species that would result from road widening or a separated pathway. This analysis should focus especially on moose, wolverine, Canada lynx, fisher, wolves, black bears, grizzly bears, elk, migratory songbirds, and raptors. Current scientific research should be incorporated into this analysis, and any plan recommendations should be aligned with current research.

11. Provide a detailed analysis of impacts on visual resources and park visitor experience, including visual simulations of both road widening and a separated pathway, both separately and cumulatively.

12. Analyze potential wildlife displacement that would result from road widening, clearing of trees and vegetation, and a separated pathway, and estimate the resulting decrease in wildlife viewing opportunities for park visitors.

13. Ensure that any proposed action aligns with the 2012 NPS bicycle regulation that requires the park superintendent, with approval by the Regional Director, to determine that bicycle use is consistent with the protection of the park area's natural, scenic and aesthetic values, safety considerations and management objectives, and will not disturb wildlife or park resources. If any of the analyzed impacts of a separated bike pathway (habitat fragmentation, loss of secure habitat for numerous species of wildlife, wildlife displacement, loss of visitor opportunity for wildlife viewing, visual impacts, and increased risk of human/wildlife conflicts) indicate likely deterioration of the park's natural values, the park superintendent cannot make such a determination, nor could the Regional Director approve it.

14. Analyze impacts and potential conflicts or inconsistencies with the conservation easement that is attached to the Laurance S. Rockefeller Preserve. Any actions in the Moose-Wilson corridor must be consistent with the donor's intent as expressed in the conservation easement.

15. Analyze the potential for increased bicycle traffic off of approved bike paths and on to backcountry hiking trails or completely off-trail, and analyze all potential impacts of such use including soil erosion, water quality impairment, vegetation impacts, wildlife impacts, impacts to hikers and horseback riders, and impacts to proposed, recommended, or designated wilderness.

16. Provide a detailed economic analysis that includes all costs of widening the road and adding a separate pathway, including direct construction costs as well as indirect costs associated with increased risk to visitors, decreased quality of visitor experience, increased wildlife management costs related to increased potential for conflicts between wildlife and humans, etc. Include in this analysis the effect the cost of this project would have on the total park budget and funding for other park projects.

Alternatives that should be evaluated in the planning process

- Maintain shared access on the road between motor vehicles and bicycles, with various combinations of the below suggestions to reduce or curtail private vehicle traffic and non-park destination traffic.
- Initiate slow speed, one-way only traffic, either northbound or southbound, on the Moose-Wilson road to reduce

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through traffic to non-park destinations.

- Allow vehicle traffic from the north and the south only as far as the Laurance S. Rockefeller Preserve but not through the Preserve (except for emergency vehicles). From the south, access from Teton village via shuttle vans (park concession), bicycle, horseback, and hikers, using existing roadway. From the north, access via limited private vehicles (limited to existing parking at the Preserve parking lot), shuttle vans, bicycle, horseback, and hikers, using existing roadway. This would eliminate non-destination through traffic, minimize vehicle/wildlife conflicts and impacts, and minimize safety issues between vehicles, bicycles, hikers, and horseback riders.
- Strictly limit the number of private vehicles allowed on the Moose-Wilson road per hour, per day, or per some unit of time, and provide additional access through shuttle vans.
- Limit or completely prohibit non-wildlife viewing commercial vehicles that are allowed to use the road.
- Define alternative transportation routes for town and county residents to access non-park destinations and develop strategies to minimize or curtail through traffic to non-park destinations, including strictly enforced very low speed limits, bans on non-wildlife viewing commercial vehicles, bans on private vehicles, bans on through traffic, or initiation of one-way travel only. Require that Teton County and the Town of Jackson meet their vehicle and bike access needs completely within the jurisdiction of the county and town, thereby avoiding impacts on the park's resources.
- Ensure that all alternatives considered are consistent and fully aligned with comprehensive plans of the Town of Jackson and Teton County, including town and county policies to "not export impacts to other jurisdictions in the region" (Teton County Policy 3.5.b).

Thank you for considering our comments on this scoping document. Please keep us informed as this comprehensive management planning process moves forward.

Sincerely,

Connie Wilbert
Wyoming Chapter Sierra Club

Bonnie Rice
Sierra Club Greater Yellowstone Campaign

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 412**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Enjoying scenic views whilst hiking and biking.

Topic Question 2:

Need to move road to the East after JY ranch to avoid animal conflicts near beaver ponds, and secondly to add bike path adjacent thereto for recreation.

Topic Question 3:

Necessary access to the northern part of teton Valley as done since 1910. Catastrophic for this of us who live on southern border of Park west of Snake river were any access to be restricted or curtailed.

Topic Question 4:

Must continue North and south two way traffic as has existed for over 100 years. Should allow occasional use of trailers on road.

Topic Question 5:

Re do Moose Wilson road so that it comes out west of moose entrance station. Ridiculous during summer we have to wait in line twice to enter the Park if heading toward Bradley Taggart. Park Entrance figures are therefore artificially inflated.

And GTNP entered from North at beginning of moose Wilson road without going through entrance station. Lost

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revenue opportunity?

Loss of control over visitor numbers, access, etc. This is such a simple fix why hasn't it been done before. Perhaps because the figures would look less flattering if properly counted!

Moving road to the east after JY would enable preservation of ponds and hawthorne trees. In the fall this area frequented by grizzly, black bears as well as moose and elk. Sooner or later there will be a conflict.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 413**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The Moose Wilson corridor is one of the most pristine environments that is also accessible to people who would not otherwise be able to experience the richness of such an area of the park. In this respect the area should be seen to be at maximum development, a destination in and of itself, rustic and authentic in the primitiveness of it's infrastructure. The enhanced species diversity that exists here can often provide once-in-a-lifetime experiences for people in motor vehicles to witness bears, moose, beaver and many other birds and mammals. The corridor has been unchanged for so many years that the current conditioning of the wildlife appears to accommodate eager visitors on their quest to fully appreciate this unique area. There is historical evidence that GRTE has been able to quickly and effectively withdraw visitation when necessary for the well being of the wild inhabitants.

Topic Question 2:

The MOST IMPORTANT issue is maintaining the Park's ability to make the decision based solely on their mandate to uphold conservation values per the 1916 Organic Act."Specifically, the Act declares that the National Park Service has a dual mission, both to conserve park resources and provide for their use and enjoyment "in such a manner and by such means as will leave them unimpaired" for future generations. 16 U.S.C. §1."(ref.DOJ) This theme was continued in the General Authorities Act of 1970 and again in the 1978 amendment...

"The 1978 amendment to the General Authorities Act, often called the "Redwoods Amendment" because it was enacted as part of the legislation expanding Redwoods National Park and responding to litigation concerning that park, reiterates the high standard for the national park system and reinforces the notion that parks are public trusts:

Congress further reaffirms, declares, and directs that the promotion and regulation of the various areas of the National Park System . . . shall be consistent with and founded in the purpose established by [the 1916 act], to the common benefit of all

the people of the United States. The authorization of activities shall be construed and the protection, management, and administration of these areas shall be conducted in light of the high public value and integrity of the National Park System and shall not be exercised in derogation of the values and purposes for which these various areas have been established, except as may have been or shall be directly and specifically provided by Congress" These legislative guidelines DO NOT mandate to NPS to capitulate to pressure from any one special interest group, but to PRESERVE the resource in a way they deem to be in the interests of ALL the people.

THE ABILITY OF THE NATIONAL PARK SERVICE TO MAKE THE DECISION ABOUT THE MOOSE WILSON CORRIDOR BASED ON THEIR RESPONSIBILITY TO PRESERVE THE RESOURCE IS THE MOST IMPORTANT ISSUE.

Topic Question 3:

All of the fundamental resources that were described in the scoping newsletter should be preserved in their present state, if not enhanced by reducing the use of the corridor as a through-way. The concept of a rapid transit alternative within a National Park is indicative of entitlement and lack of appreciation, by gateway communities, of the NPS mission. In the same vein, the expansion of business opportunities such as tour companies, 'concierge guided itineraries' and hotel shuttles, is increasing the level of entitlement, not only as a way to increase the likelihood of a wild animal sighting but as a way to dramatically increase private revenue. GRTE does not exist to provide a guaranteed profit-margin for local entrepreneurs or politically connected special interest groups.

Topic Question 4:

I firmly believe that Moose Wilson should be maintained as an access point for back country users to each of the canyons located along the road. It also provides access to the LSR preserve which is a singular park experience, made even more spectacular by the benefactor's commitment to reducing impairment and limiting numbers of simultaneous users. These principles of back country access, limited numbers and quality observations by patient and thoughtful visitors must be the guiding principle when managing the corridor with the goal of those principles being the protection of the rich wildlife and optimal habitat that IS the Moose Wilson Road.

Topic Question 5:

See below.

Comments: Two questions have come to mind as I look at the widely proposed (LTE's, Lobbying) demands for this exceptional area within GRTE. The first is in regard to extending the Pathways system to make a Grand Loop through Moose Wilson. The existence of a Pathway is by implication a 'safer' alternative to comingling with motor vehicle traffic and in the majority of cases this implication is probably true. However there are some situations where the standard of safety must not only be extended to the human users but also to the environment and wild habitat through which the Pathway travels. Moose Wilson is just such a case and because it is undeniably a National Park service responsibility it must adhere closely to the preservation of the resource as the priority. Implied safe travel may well encourage people with young children, inexperienced cyclists or simple people walking or roller blading into prime seasonal territory for predators and large ungulates. Visitors who would not normally travel MW without the protection of a vehicle may be sucked into an 'adventure' they didn't expect. The tragedy of losing a loved one to any incident is not reduced because it is an encounter with wildlife OR a motor vehicle. It is known that Grizzly Bears and very large ungulates now rely on MW for food during visitor seasons. What is going to be the protocol when Grizzlies are confirmed? At the moment people in cars can be safely guided to exit. Will the Park be expected to send Ranger's in pick-ups to retrieve multiple cyclists prior to a road closure?.

The comparison has been made with people hiking with families around Jenny Lake or onto any of the popular backcountry trails. In this scenario, I believe the implication is one of caution to be entering wild habitat. Warning signs and other points of contact with visitors instill the need to be vigilant, to be prepared and to take responsibility for the possibility of encounters. Extending these warnings to a Pathway is certainly 'doable' but the fact is that cycling is an activity more in line with stimulating a prey response in a large carnivore, than is hiking and chatting on the trails.

My second observation is the historical reluctance of NPS to incorporate unnecessary infrastructure development to facilitate recreation.

Back-country campsites are either zoned with no development or designated with limited development purely as a way to protect the resource. They are audited and rotated, as usage becomes a threat to the integrity of the resource. This is the precedent of infrastructure development! To demand the kind of development that is being publicly debated is not in keeping with NPS responsibility to provide permanent recreational footprints.

Other interest groups are actually prevented from encroaching and impairment, such as blocking turnouts to photographers, limiting boat inputs to beaches or concessions. Consistency is part of the public trust. The impact of structural development in such a potent riparian area is much different to the existing environment where pathways have already been established.

To allow the demands of just one recreational lobby to compromise the NPS mission is an issue of serious consideration.

Thank you for the opportunity to comment and thank you for your hard work to protect the wonderful gift that is Grand Teton National Park.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 414**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The vistas, the wildlife and the ability to experience them in a quiet, undeveloped, protected setting.

Topic Question 2:

Threat of over-development or inappropriate intrusion into the natural scene

Topic Question 3:

The quality of these resources and values is of supreme importance. Intrusive development, to satisfy short-term, local interests would be a travesty. These National Parks belong to all Americans, not just those who happen to live nearby.

Topic Question 4:

I want to see strict protection of the natural scene and values, with minimal development or new highway construction- -particularly through or near wildlife or scenic views.

Topic Question 5:

Support the National Park's efforts to keep the natural ecosystem healthy and functioning well, without new intrusions.

Comments: Give the NPS the time and support to continue and carry out the planning process, before making any decisions.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 415**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The wildlife views and the rustic beauty along the road. It gives visitors an opportunity to observe many kinds of animals in their natural environment without disrupting their activities. Many visitors to the Park have a limited knowledge and or respect for the habits of animals. This contained road offers a safe opportunity to view animals but limits the time due to the fact that it is a road and other cars need to proceed.

Additionally, there are wonderful areas for riding in the area where one can observe wildlife at peace. Anyone who rides knows that horses are not viewed as a threat by wildlife. To introduce pathways in the area would further limit riding (a historically western activity) in favor of pedestrians and bikers, both of whom do disturb the wildlife.

Topic Question 2:

The topic I think is crucial to consider is contained in the Park's description of the area..."The Moose-Wilson corridor comprises about 10,300 acres in the southwest corner of the park. This exceptional area has a remarkable variety of natural communities, cultural and wilderness resources". Why alter/damage a wonderful treasure by putting more activity in the area?

I would like to know the usage rates of the current bike paths. My unscientific observation is that current paths in the park and on route 89 receive minimal use. Has a study been done to determine the cost per use of the current paths in the park as new paths are considered? Is it worth the money, destruction of thousands of trees and who knows how many acres of land, not to mention impacting wildlife habitats to serve a very small minority? Also, how many families would go that distance to get to LSR from Teton village?

Topic Question 3:

As I have said, the introduction of more activity would be detrimental to the environment and wildlife in the area. This area is a jewel and I would be very disappointed to see it institutionalized. At a certain point, the park will feel like a very planned activity, rather than a place for discovery of the beauty that is inherent to this area.

Topic Question 4:

I would like to see minimal changes made. The most important issue is to manage the traffic, which could be done with some turnouts and signs which could state... a. expect delays b. do not block the road. Sometimes small changes can make a big difference and save millions of dollars and many trees :-)

Topic Question 5:

- More turnouts so people can pullover to enjoy the area
- institute a policy that trains park rangers to refrain from encouraging visitors to look for animals on the Moose-Wilson Road. Visiting a park should be about the joy and excitement of discovery...that would slowly limit the numbers of cars that head down the road. As we know, the visitor's center actually encourages people to go down the road for wildlife sightings and views. That has been very instrumental in creating some of the problem.
- Study bike use/pedestrian use of current paths in wilderness areas (in the park, not by Teton Village) to see if the expense/damage to the environment is warranted. While the landscape on a proposed pathway would differ from current pathways because it is wooded and hilly, that would limit the usage to experienced bikers, not families or novice bikers out for a pretty ride.

Comments: -The impact of new pathways in that area would be huge...there are several elk nurseries on the east side of the road from the Park entrance and north towards Granite Canyon. These animals scatter when they see cars, hikers or bikers. Why intrude even more on their habitat. It seems sometimes that the Park, in very good faith, tries to change to accommodate visitors when really, visitors should respect the history and habitat of the the animals...let people discover it as it is, with less management (other than safety issues)

-the loss of trees/plants would be massive

-Why incur the cost of a huge project?

-Increased opportunity for conflict with horseback riders...the majority of paths for riders have been around for over 60 years and in this area are maintained by one of the dude ranches in the area at no expense to the park. This group of people are low maintenance, respectful of the park, animals and environment and are truly appreciating the incredible offerings of the park without changing anything. It would be so disrespectful of that long history of horsemen in the west to introduce pathways in these limited pristine areas.

-The Rockefellers donated a lot of this area to maintain the pristine and peaceful quality of the area and included an incredible opportunity for visitors at LSR. I would hope we would be respectful of such generosity and maintain it as they envisioned.

Thank you for offering the opportunity to make these comments. It is an important issue.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 416**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Ability to view wildlife
peace and tranquility

Topic Question 2:
growing demand for motorized and bicycle access

Topic Question 3:
unique area,critically located within park and valley that deserves protection and no more degradation via "improved visitor opportunities"

Topic Question 4:
slow moving traffic, abundant wildlife and protected habitat

Topic Question 5:
pathways are not justified and enhanced roadway not necessary. keep it the way it is

Comments: /Users/franzcamenzind/Desktop/MWC-Scp.01:14.docx

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 417**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The value to me is access to the National Park . I adore driving that awful road slowly through the open Poker Flats, through the forest areas and back into the open vistas. I hike into the wilderness from the road, I visit Phelps Lake, I snowshoe and x-country on the road in the winter. It is quieter than the main entrance to the park at Moose. I do not use the road as a means to the airport.

Topic Question 2:
Opportunity to create a bike path. What an incredible loop to have, Wilson to Moose to Jackson to Wilson! We have seen the success of the Moose to Jenny Lake.
In the winter, the parking lot at Granite overflows. How wonderful it would be to have an additional trail, the summer bike path,

Encouraging exploration of the GTNP on foot, bike or ski is a win, win.

Topic Question 4:
We need a safe road but do not need a highway.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 418**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
I value the possibiity of seeing wildlife and the beauty of the forests on each side of the road

Topic Question 2:
Increasing traffic, huge traffic jams at the moose ponds, people getting out of their cars to see the animals. I am afraid that the animals will go elsewhere due to noise and human trespassing on the moose ponds. (if there is an 'elsewhere' close by.

Topic Question 4:
I would not pave the road nor widen it. In the near future, I would like to see it cut off for personal cars.

Topic Question 5:
I would hope that the Moose-Wilson corridor can remain the valued habitat for the many animals and plants that live there today. I understand how practical the road is for people from Teton Village and surrounding area who wish to go into the park or to Moose. However, if the road were set up for bicycles, foot traffic, and public transportation only, this would force the people who live nearby to go through Jackson in order to drive into the park. As an in-holder (we have a cabin on the north side of the irrigation ditch in Poker Flats), having to drive through Jackson in order to go to Jenny Lake and beyond would be worth it if it meant that the animals and plants on the MWC would be better protected.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 419**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

I have valued the close proximity to the various habitats and multitude of wildlife forms.
I have valued the slow speeds posted for the roadway. These slow speeds provide opportunity to view the terrain and wildlife present.
I have valued the narrow roadway as it establishes an historical, relatively small footprint on the adjacent habitat.

Topic Question 2:

I am very concerned with the loud, strident, vocal push by locals, individuals and groups, to add a bike pathway within the corridor.
I do not believe that GTNP is able to nor mandated to provide recreational opportunities for all visitors at all places at all times.
I am concerned that the addition of a bike path within the MWC would extend that now small footprint and jeopardize critical habitat
I am concerned with the increasing vehicle traffic

Topic Question 4:

While I would hope that GTNP would be able to work in concert with Teton County and Town of Jackson on this issue, I feel very strongly that decisions concerning MWC should be based on the primary purpose of the Park: Preservation and Protection of the Resource as clearly stated in both your document and in the 1916 act of Congress that established the National Park Service:

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

"The Service thus established shall promote and regulate the use of Federal areas known as parks, monuments, and reservations hereinafter specified by such means as measures as conform to the fundamental purpose of the said parks, monuments and reservations, which purpose is to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

Comments: February 6, 2014

Grand Teton National Park
Moose-Wilson Corridor Planning Team
P.O. Drawer 170
Moose WY 83012

To Whom it May Concern:

I appreciate the opportunity to share my comments, ideas, thoughts and feelings during the scoping phase of the Moose-Wilson Corridor (MWC) Comprehensive Management Plan. Thank you for this opportunity

While I have lived in Teton County, Wyoming for over 40 years, have much enjoyed the MWC over the years for different reasons, have seen much development and many changes, I rarely submit statements or give prepared comments at public meetings, but at this time I feel compelled to do so.

As stated, the purpose of National Parks in general and specifically GTNP closely parallels the #1 priority of Teton County: Protection of the Resource, the land and habitat for Wildlife habitat. I understand that Wildlife and Wildlife Habitat consistently ranks as #1 priority of importance to Teton County residents.

I feel quite strongly that GTNP decisions on the MWC should here, in this time, reflect what is best for wildlife. The various myriad species: furred, feathered, slimmed, or scaled have no real voice in the decisions that seriously affect their habitat. GTNP needs to make decisions for the good of this important and valuable resource. Preserve and Protect the Resources.....leaving them unimpaired for the enjoyment of future generations.

I feel quite strongly that individuals and the special interest groups they comprise should be willing, here and now, to give up their own personal desires for the common good, that is, for the good of wildlife habitat. The MWC is and needs to be considered as habitat critical to the preservation of the wildlife resource. The Corridor offers a contiguous area for movement of wildlife between the Teton Range, the Snake River, the Valley floor and the National Elk Refuge. There is, with the meander of the Snake River, a 'natural constriction' of habitat along the MWC and while I agree that moving portions of the Road to the East is necessary to enhance and thereby protect habitat, the widening of the road to accommodate the addition of a bike path would create more disturbance within this 'naturally constricted' portion of the corridor. Preserve and Protect the Resources.....leaving them unimpaired for the enjoyment of future generations.

I feel quite strongly that the individual and special interest groups urging inclusion of a bike pathway do so for this own personal justification and gratification. By and large, bicyclists, as a group, are primarily intent on their own personal private fitness program. They do not generally stop to view scenery, flowers, birds or wildlife. Their purpose in pushing for the inclusion of a bike pathway does not parallel the stated purpose of GTNP or the National Park system. Preserve and Protect the Resources.....leaving them unimpaired for the enjoyment of future generations.

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I feel quiet strongly that the number of comments during this Scoping Period should not be construed as "votes" for one type of plan, additions or subtractions to that plan. GTNP decisions should be determined by the stated purposes of the National Park System and the order of priority of those purposes. Preserve and Protect the Resources.....leaving them unimpaired for the enjoyment of future generations.

I feel quite strongly that at this planning point, GTNP should again 'continue the notable conservation story';'continue to inspire for future generations'. That said, I fear that we are again seeing a struggle between private (personal) interests and a serious concern to conserve the habitat ie. the Teton Range, the Valley floor, the Snake River corridor and the existing, historical, minimal impact of the MWC. This is an opportunity for GTNP to set a baseline of action and preservation for the future, for GTNP to control the situation pursuant to the stated Purpose. Preserve and Protect the Resources.....leaving them unimpaired for the enjoyment of future generations.

I feel quite strongly that the addition of a bike pathway to the Moose-Wilson Corridor would impair the enjoyment of this section of the Park for current visitors and for generations to come.

I feel quite strongly that every compromise in the environmental arena is a loss. A loss for Preservation. A loss for Protection. A loss of habitat. A loss for the environment. The addition of this bike pathway would be this type of compromise.

I am proud to live in a community as diverse as Jackson and I understand the many challenges for the community that this diversity creates when building a Comprehensive Plan, for a corridor or for an entire county. Perhaps that was the rational when the Jackson/ Teton County Comprehensive Plan was written as it states: it "is not the goal of the community to overextend our resources or jurisdiction into adjacent communities or State and Federally managed lands." (Policy 3.5.b: Strive not to export impacts to other jurisdictions in the region). I feel quite strongly that it is not incumbent upon GTNP to provide recreational pathways and opportunities for all visitors to the Park be they locals or out-of-towners.

The opportunity is available to minimize impact on the environment. Preserve and Protect the Resources.....leaving them unimpaired for the enjoyment of future generations.

The answers to this planning sequence lie in GTNP's own stated Purpose: Preserve and Protect the Resources.....leaving them unimpaired for the enjoyment of future generations.

Please, keep the corridor a minimum width in order to preserve habitat. The less development, the less disruption of habitat.

Again, thank you for the opportunity to comment.

Sincerely,

Mary Lohuis
P.O. Box 7713
Jackson, WY 83002

PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 420

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value the natural splendor and the lack of noise (though the airport very much encroaches on that!). The wildlife is still plentiful, but is being severely impacted by traffic volume in the summer. It's wonderful that it's closed in winter (BTW, dogs shouldn't be allowed on the road in winter; too many people violate this rule and leave the road with their dogs). We need to do the same in summer. The relentless efforts of the the greed hounds in Teton Village and elsewhere will never let up and will increase as the economy recovers. It's not the Park's job to accommodate the airport's needs or the ski area's needs or any other economic entity in this valley. You already do that by protecting this priceless resource. The road should be closed to through traffic and the issues of paving it and building bike paths and providing "safety" with a second bridge, etc. can be put to rest once and for all.

Topic Question 2:

We need to err on the side of protecting habitat and habitat opportunities for wildlife. Secondly, we need to protect the human experience in the Park, and I don't mean the opportunity for every car-bound visitor to drive wherever they wish! We cannot allow the park to be the instrument for reducing traffic pressure in the valley. Not your job! There are other alternatives, and they must be sought out. The entire country/world has a history of accommodating traffic. GTNP is not, nor should it be obligated to perform that role. It's antithetical to your mission.

Topic Question 3:

Enhance them, don't detract from them. Yes, bike are non-polluting, people powered vehicles, but that doesn't justify the environmental impact of tearing up land and laying down asphalt on undisturbed land. Bikes have options in this valley now (I'm a biker!). This is over indulgent on the part of the biking community to insist on a bike path in this area.

Topic Question 4:

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No through access. This will be THE BEST way to protect the resource and cut down on traffic. For nearly 40 years I've watched the unrelenting increase in traffic and clueless driving on this road. It will only get worse, and it's already bad. This will be nothing but positive for the habitat, hikers, and animals, all entities that are the mission of GTNP to protect and enhance.

Topic Question 5:

You already got an earful from me! I am a very invested, long-time stakeholder in this process. I have always resented the way Big Money can blow into this town and have it's way and change our community based on an outside, profit-driven vision. Please know that there are many residents who consider the Park one of the main reasons we live here, and NOT because of the profit it provides for us! There is a huge national and international constituency that feels the same way, though you will probably hear from very few of them. The Park is not about convenience; it's about taking the time and making the effort to be able to appreciate something outside of the conventional strictures of society's perceived need for efficiency and ease.

Comments: Thank you for allowing me to comment and taking the time to consider my observations as a resident since 1977.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 421**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

Diverse scenery on narrow road at low speeds. Easy access to Rockefeller Preserve, & Sawmill, Death Canyon, Granite Canyon trailheads.

Topic Question 2:

Maintaining current traffic volume (or less). The larger personal SUVs & trucks which have become common in recent years have made road more difficult to navigate.

Topic Question 3:

Agree, but the occasional scenic drive for a visit to Teton Village from Moose should remain an acceptable use.

Topic Question 4:

Maintain two way traffic!

Topic Question 5:

Park pass credentials should be required at the Moose (north) end of Moose-Wilson Rd, which would reduce traffic.

I understand the passion the Jackson Hole people have for biking, however, with the extensive construction of the pathways from Jackson to Jenny Lake over the past couple of years, there already exists an overly abundant opportunity for biking/pedestrian enjoyment of the park. Additional habitat should not be disturbed for new pathways along Moose-Wilson Rd.

Comments: We've vacationed in Moose annually for many years & the character of Moose-Wilson Rd has always been an important part of our park experience. It allows quick & easy access to the trails we commonly use. Since

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we despise going through the town of Jackson except for supplies, limiting access of the road by making sections one way might cause us to vacation elsewhere.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 422**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The scenery is gorgeous and serene. I enjoy experiencing the beautiful drive for two reasons: 1. I have to travel between Grand Teton National Park and Teton Village daily in the summer and it makes my ride pleasant 2. I have to to travel between Grand Teton National Park and Teton Village daily in the summer, and rather than have to go all the way through the Town of Jackson I get to shorten my commute and spend more time doing the things I love like hiking - which is why I live here.

Topic Question 2:

One issue is that the road is only one lane. We need to expand this road to be two lanes. Also, if we build a bike path the bikes will be off the road leaving more room for visitors and locals.

Topic Question 3:

I agree that this parcel should be conserved and protected. We can do both of these things while leaving the road open to the public.

Topic Question 4:

I hope to see the road continue to be open to two way travel. This makes it easy for visitors to see our valley and helps commuters like me.

Topic Question 5:

Closing the Moose-Wilson road and/or making the traffic one way only will present a safety hazard to our valley. If there were an accident or some other blockage of the village road and someone had an emergency - how would they get to town? There could also be a natural disaster that could cause the same issue. We need to consider the bigger picture.

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Comments: I appreciate your time and consideration. GTNP is arguably one of the most beautiful places on the planet, and I am proud to live here. Please consider the entire valley when making decisions about this corridor.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 423**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

I am very concerned that the M-W Road continue to be managed according to the values and needs of the NPS over purely local concerns about this road serving as a necessary link in Teton County's transportation network. I have used the road extensively for trailhead access and wildlife viewing for many years since 1995. No other road in the Park or county has its unique character. It is not a "fast" road and no one should expect it to be so, especially tourists visiting the ever-growing Teton Village or residents of the West Bank. Wildlife values and the current character along the M-W Road corridor should be of paramount importance in planning the future of the road. And now with Grizzly Bears using the area, the NPS has even a greater obligation to limit impacts to this sensitive habitat area. That said, I would not be opposed to modest improvements (not paving) to either straighten or reroute certain sections or to improve safety for cars and bikes. I, however, am definitely opposed to a separated bike path through this sensitive area. I am avid bicyclist and love our pathways but do not believe they belong everywhere. I think that some people in the pathway community have become blind to anything other than their recreational experience. I think the Park should consider the possibility of an attached pathway, with some form of physical barrier for safety, if one is to be considered at all. Thank you for this opportunity to comment. Paul Anthony.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 424**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Historic significance, peacefulness, opportunity to view wildlife, access to trailheads.

Topic Question 2:
Safety of bicyclist and pedestrians on the road. The need for a continuous pathway along the entire Moose-Wilson Road from the park's South Entrance to Moose.

Topic Question 3:
No

Topic Question 4:
I would like to see the quiet nature of the Moose-Wilson Road be preserved, while providing a safe environment for cyclists and pedestrians, in the form of a continuous bike path the entire length of the road.

Comments: Dear Grand Teton National Park officials,

I am writing in response to your request for the publics thoughts, concerns and vision for the future of the Moose-Wilson corridor. The park service has stated that it seeks a way to meet its dual challenge of accommodating recreation without permanently impairing natural values. As the founder and president of Backroads, an active travel company, our goals are aligned with GTNP: to provide vacations that allow travelers to explore a place without permanently impairing its natural values. As the worlds premiere active travel company, we know firsthand how important it is to have pathways to bike and hike on, safe from vehicle traffic. We also understand the benefits to the environment of exploring an area by bike or on foot. Providing connecting pathways through GTNP will allow more people to safely explore the park in a manner which supports the parks values and goals, protects the surrounding

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environment, and keeps park visitors safe - visitors both inside and outside of vehicles.

Backroads guests walk and ride on the existing pathways in GTNP and the Jackson area. These pathways have allowed people to explore in a safe manner and at a pace that provides the opportunity to enjoy ones surroundings. Backroads has supported the efforts of GTNP, the state of Wyoming, and local advocates throughout the multi-year process of creating the pathway system that now exists in GTNP and Jackson. We continue to support this process and believe that a continuous pathway connecting the parks South Entrance to Moose is necessary for all park visitors, as well as local residents.

Backroads supports keeping the Moose-Wilson Road a slow, rural experience while providing safety for all who wish to experience the park by bike, foot, wheelchair, vehicle, or motorcycle. The Moose Wilson Corridor Comprehensive Management Plan must include a complete pathway to achieve this in order to protect park resources and manage potential increases in traffic volume in the future. Leaving a 2 mile gap in the pathway through this corridor will put those traveling this route at risk and would be an incredibly shortsighted view as park service builds their management plan.

Thank you for your time.

Tom Hale
Founder and President
Backroads
The #1 Active Travel Company

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 425**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/03/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

Kevin Schneider, Acting Superintendent
Grand Teton National Park
P.O. Drawer 170
Moose, WY 83012

Dear Mr. Schneider:

I am writing to the National Park Service on behalf of Jackson Hole Preserve Inc. ("JHPI"). JHPI was established in 1940, as a charitable foundation to further the efforts of John D. Rockefeller, Jr. in support of Grand Teton National Park. Mr. Rockefeller's son, Laurance S. Rockefeller, was elected the first president of the foundation, and in 1987 became its chairman. Over the years, JHPI has engaged in numerous projects in Jackson Hole and within the Park, including acquisition of Grand Teton Lodge and Transportation Company, and development of Jackson Lake Lodge and Jenny Lake Lodge.

The trustees of JHPI represented the estate of Laurance S. Rockefeller in its gift to the United States of the former JY Ranch. Through the conveyance of this 1,106 acre property, which became known as the Laurance S Rockefeller Preserve, Mr. Rockefeller expressed his hope that "the Preserve would become a place of physical and spiritual renewal, that it would be a model for achieving balance between preservation of natural values and public use, and that it would demonstrate how citizens working in partnership with government can achieve important goals." JHPI continues to support the Preserve through a property maintenance fund that Mr. Rockefeller established, and has taken steps since the property was conveyed in 2007 to assist NPS in ensuring the integrity of the Preserve.

JHPI has been following the public discussion on potential modifications of Moose-Wilson Road. JHPI is aware that

visitation to the Jackson Hole area is growing with an attendant increase in traffic and recreational pressure on Grand Teton National Park. We are also aware that wildlife feeding and migration patterns are constantly changing, and one must account for these factors when considering substantive alterations to infrastructure and circulation patterns within this sensitive landscape.

We believe that physical actions should be avoided that will diminish the natural resources qualities of the Moose-Wilson Corridor. Specifically, we urge that nothing be done to interfere with public experience of the Preserve as Mr. Rockefeller intended when this remarkable gift to the nation was made. Accordingly, JHPI is in full support of NPS efforts to develop a comprehensive management plan for the Moose-Wilson Road corridor "to ensure the protection of key resources, values and visitor experience."

Sincerely,

Henry L. Diamond
Trustee, Jackson Hole Preserve Inc.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 426**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Letter hand-delivered to park headquarters on 6 February 2014.

Correspondence Text

Moose-Wilson Road

We have been coming to JH for over 40 years and have had a house in Moose for almost 30 years. We have used the Moose-Wilson road regularly for wild life viewing and for getting from Moose to the village in the summer. Our observations are that at least one half of the traffic is local commuters.

It seems to us that Teton County commissioners who think that the Moose-Wilson road should be part of their transportation plan is, at the minimum, presumptuous. Clearly, the road is on Park land and, as such, is not theirs to use or control. The narrow dirt road is not suitable for part of the general County road system, and the Park has no obligation or responsibility to make the road suitable for County purposes.

It is also clear that the presence of grizzly bears has increased in recent years to the point where safety is an issue. The Park has already closed the road on several occasions to protect visitors and bears. So the thought of building a bike path in the corridor "in order to complete a grand loop" ignores the obvious. Bike riders (in all forms and ages) and pedestrians would become silent moving targets for bears. One can easily foresee the lawsuits when the first rider is mauled or killed by a grizzly bear.

Neither the County Transportation Plan or a bike/pedestrian path should be part of the Moose-Wilson Road corridor decision.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 427**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 5:

I write to request that no final decisions are made and certainly nothing developed in the corridor until data is collected on visitor use and potential impact of development. It may very well be determined that an additional pathway is needed in the corridor, but please take the additional time needed (a year? two years?) to carefully determine where that pathway should go so that it has the least adverse impact on the natural ecosystem. The planning initiative that Grand Teton has already begun needs to mature!

Comments: See Question #5 above. Let the NPS planning initiative for the Moose-Wilson corridor in Grand Teton run its course so that any additional development within the corridor is done with the best possible outcomes for both man and beast. The planning process is required by NEPA, and for good reason. It is a tried and true process and although it may delay activity for a year or two, it is certainly preferable to rushing into development that could result in harm without adequate study. The planning process has already begun (2013) and will be completed by the fall of 2015. That is less than two years from today. Many voices should be included in this planning process. The corridor does not just belong to Wyoming or Jackson residents - it cannot be subject to only local control. It is important to people all across America, and indeed, the world.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 428**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I value the sense of wildness and the opportunity to get away from the commercialization so evident in much of Jackson Hole. Crossing into the Park at the Granite Canyon entrance feels like stepping back in time into a world of peace and beauty, in contrast to the rampant development at Teton Village. I have been coming to this corner of the park for decades and it's my favorite area. Part of the joy of returning is finding it mostly unchanged year after year.

The wilderness character of the Moose-Wilson corridor is exceptional and should be preserved at all costs. Permanent wilderness status would be a great way to ensure protection of these qualities in perpetuity, and this should be sought.

The diversity and abundance of wildlife is hugely important. And the road should be kept rural, winding, unpaved, and narrow- -if it were allowed to become a highway-quality road for the perceived benefit of increasing the efficiency of the County's transportation system it would absolutely ruin this part of the park.

Topic Question 2:

1. Too many people wanting to use the road, and how to accommodate them (or limit them) without destroying the qualities of the road and the corridor.
2. Vocal and intense pressures from bikers for more pathways and for access to backcountry trails. Trails and pathways cause a variety of wildlife and habitat impacts, including habitat fragmentation, edge effects, changes in composition and diversity of avian communities, changes in abundance and distribution of small mammals, increased access along trails for edge-adapted predator species (such as coyotes, red foxes, and raccoons), changes in predator-prey relationships, habitat degradation from human trampling of vegetation along pathways, and avoidance of trails by human-averse species. Obviously these ecological changes are invisible to the cyclists whizzing by and enjoying the pathways, so they assume they are either nonexistent or insignificant. It's up to the

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Park Service to recognize these impacts and to minimize them. Any new pathways should be adjacent to roads and should minimize disruption of pristine habitat. In addition, the likelihood of bikers surprising grizzlies on pathways should be taken seriously, and adds weight to the idea that any new pathways should be next to roads, not separated.

3. Bike path advocates frequently raise safety concerns as a reason separate pathways are needed, and they highlight the tragic deaths of two cyclists struck by cars on highways in Grand Teton Park. But they never mention the equally tragic fatality in summer 2006 when a cyclist struck and killed an in-line skater on a bike path along Highway 390, nor the subsequent push by cyclists to change Wyoming law to allow bikers to use the roadway even when an adjacent bike path exists. Many bikers still use the Park highways, even where bike paths have been put in, because the bike paths are used by walkers, joggers, families with strollers, etc. Will the same situation occur if you put in new pathways in the Moose-Wilson corridor? Will it really create a safer situation, or will bikers continue using the road because of pedestrians blocking the pathway?

4. No backcountry trails in the Moose-Wilson corridor (or anywhere in Grand Teton National Park) should be opened to mountain bikes. The vocal and well-organized mountain bikers here will apply unrelenting pressure to gain access to these trails, and to build new ones. They have many trails all over the valley, and the Park's backcountry trails should be kept bike-free.

Topic Question 3:

The huge value of the wetlands for wildlife should be given greater weight. The wetlands near Sawmill Ponds provide breeding habitat for all four native amphibian species- -something very rare in either Grand Teton or Yellowstone Parks. Especially given problems with amphibian declines, all wetlands (and associated beavers) need to be protected from human disturbance.

The road should be re-routed to avoid wetlands, even though visitors love seeing moose there. Beavers should be allowed to function without interference.

I'm very pleased to see the mention of Grand Teton's natural soundscapes and acoustic resources. These generally receive no attention whatsoever, but they are a huge part of the experience of the wild in the park. Scientists are just beginning to understand the critical importance of acoustic ecology in the functioning of many species. Soundscapes and acoustic resources should be explicitly considered in any decisions made about the Moose-Wilson corridor.

Topic Question 4:

The road should be kept small, narrow, unpaved, and winding. Traffic will probably need to be managed or limited somehow. Despite the howls of protest from County officials, I thought the idea of making the Moose-Wilson Road one-way was a very good and sensible one, and it should be resurrected. If the road were one way (preferably leaving the Park), traffic congestion (and the chance of collisions with the many drivers who come around blind corners in the middle of the road) would be greatly lessened. It would be safer for bikes since they would very rarely encounter two cars taking up the entire road, meaning a separate pathway probably wouldn't be needed. People would scream about it for a year or two, then get used to it, then like it.

Limit the commercial "wildlife safari" vehicles bringing customers to view wildlife along the road- -these contribute significantly to congestion.

A few pullouts for slower drivers to get out of the traffic stream should be provided (these could be signed as temporary pullouts, not parking areas, with a threat of towing any car left unattended). Having all of the pullouts closed makes it very hard for slower drivers to get out of the way.

Topic Question 5:

The Death Canyon Road is very deeply rutted and pot-holed. Cars stop short of the end of the road because it's in such bad condition. If some basic repairs could make it drivable to the end, more cars would use the parking lot, and less damage to roadside vegetation would occur from cars pulling over and parking before they reach the parking lot at the end of the road.

I'm very skeptical about the need for, or efficacy of, the forest thinning project along the Death Canyon Road. What is the scientific basis for this? What design standards were used, what is supposedly being protected, on what grounds do you think the forest was outside of its natural range of variability and in need of thinning? All fuels treatment projects in the Park deserve much more public notice, scientific scrutiny, and environmental analysis.

Comments: I think it's extremely important for the Park Service to take a long-term view and not to cave in to pressures from local economic interests or particular recreation factions. The ongoing development at Teton Village, so near the park boundary, is guaranteed to bring huge pressures for widening and improving the Moose-Wilson road, and for providing more trails for the convenience of Village residents and visitors. No doubt local officials and economic interests will try to make a case that Jackson Hole's increasing population, overloaded highway network, and demand for recreational amenities require the Park Service to do everything in its power to accommodate these demands. The Park Service's response should be just the opposite- -you should recognize that what is required is more diligent protection of the wild and natural qualities that are found here, and that are being degraded and fragmented in the rest of Jackson Hole (and all over the world).

It is ludicrous for the County to claim that the Moose-Wilson road belongs to them or that the Park Service is in any way obligated to manage the road as part of the County's transportation system. It's greatly to the credit of the Park Service that it has maintained the road in its current form up until now. All pressures to widen or pave or improve the road should be resisted.

Keep in mind that had local interests had their way decades ago, Grand Teton National Park would never have been established. This is a national park, not a local facility, and you are not obligated to accommodate local demands. In the long term, the Park Service will better fulfill its mission by minimizing human "improvements" than by allowing a proliferation of trails, parking lots, signs, and whatever other amenities are demanded by park users. Future generations of visitors deserve the chance to experience truly wild nature, and the Park Service should firmly resist demands to degrade it.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 429**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

(Submitted on behalf of the National Parks Conservation Association)

February 5, 2014

Mr. Kevin Schneider, Acting Superintendent
Grand Teton National Park
P.O. Box 170
Moose, WY 83012

Re: Moose-Wilson Corridor Comprehensive Management Plan

Dear Superintendent Schneider,

Thank you for inviting the National Parks Conservation Association (NPCA) to offer comments on the Moose-Wilson Corridor Comprehensive Management Plan. My comments are offered on behalf of the NPCAs 800,000 members and supporters nationwide. Grand Teton National Park (GTNP) is an iconic gem within the National Park Service (NPS), and draws millions of visitors each year to experience the majestic scenery and the diverse and abundant species of park wildlife. Although many issues facing the park have a seemingly local orientation, due to the close proximity of the gateway community of Jackson; the outcome of the parks decisions are relevant and of concern to the broad membership of NPCA and park visitors from across the country and around the world. Because of the strong national interest among our members, NPCA has established a field office, located in Jackson, Wyoming; whose program work is devoted to the many issues which affect the park.

GENERAL COMMENTS

The Moose Wilson Road corridor provides a rare experience for park visitors. This rambling country road winds through some of the most spectacular front-country scenery in the park. It offers the opportunity to experience the solitude and wonder of the area through the Laurance Rockefeller Preserve trail system and visitor center; a gift to the American people that embodies Laurences vision for the area as a source of renewal, reflection and opportunity to experience pristine nature. The wildlife viewing in this area surpasses all other areas in the park. Within the nine-mile road corridor, park visitors have a good chance of seeing black bears, beavers, Great gray owls, Trumpeter swans, moose, elk, and if they are lucky - Grizzly bears and Gray wolves.

As one travels through this corridor, it is common to encounter animal jams, and areas where excited visitors sport gear all the way from professional cameras to iPhones - eager for the chance of seeing these animals for the first time in the wild. The slow speed limits, narrow road bed and topography lend to a slow meander through the corridor and provide access to some of the most popular hiking trails in the park; including the LSR Preserve, and the Granite and Death Canyon Trailheads.

Recreational opportunities abound within the corridor, attracting day hikers, climbers, backpackers, cyclists, and horseback riders. The road also provides access through designated park wilderness and provides a gateway into the Grand Teton backcountry.

As Teton County has grown into an international tourist destination; so have the demands on the park increased. Currently, the county is struggling with difficult transportation planning decisions, in response to both residential growth, and increases in tourist traffic, particularly along the West Bank of the valley. These impacts are taking their toll on the Moose Wilson Road corridor, as residents and tourists increasingly use this corridor to bypass traffic in the Town of Jackson.

The corridor also provides critical habitat for park wildlife and it is not uncommon to see black bears hanging from the trees alongside the road harvesting the fall berry crop. These up-close experiences thrill park visitors, but frequently necessitate road closures several times a year, to protect wildlife and visitors and avoid wildlife/human conflicts. This relatively narrow corridor is flanked on the east side by the Snake River and its rich riparian habitat, and by the towering Teton Range on its west side.

Theres been a vibrant and important public dialog happening recently in Jackson Hole regarding the future development of the MWR corridor. Over the past nine years, NPCA has successfully advocated for bike and pedestrian paths in sections of Grand Teton National Park, where appropriate, and in areas that enhance the visitor experience and ensure protection of wildlife and other park resources. There are many factors-some old and some new and emerging-that must and will be considered as NPS develops a plan for this special area. The Corridor Plan will provide science-based information, grounded with the input of residents interested in all aspects of this issue. We believe that process will provide the best, most up to date information to make a determination regarding whats best for the future of the corridor. It will certainly provide critical information that we will rely on to determine our support for an appropriate alternative that addresses traffic impacts, recreational opportunities and impacts to wildlife and other natural resources.

What development will happen in the corridor is up for debate, but what isnt being contested is how special the Moose-Wilson corridor is to Teton Park, locals, visitors and wildlife. And its one of numerous issues the National Parks Conservation Association is studying as part of our mission to protect and enhance Grand Teton (and all parks) for future generations.

NPCA strongly supported the NPS decision to undertake a comprehensive Moose-Wilson Corridor Plan, as we

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believe it is the only realistic approach to addressing the many sometimes competing interests and management priorities associated with this part of the park. We also believe that completion of such a plan will make it possible to select an appropriate alternative for the entire corridor. Given the significant interest in this process, we urge NPS to complete the plan in as expedient a manner as possible.

NPCA supports GTNPs scoping process, and subsequent study and analysis that will be part of the Environmental Impact Statement, as required by the National Environmental Policy Act (NEPA). This process will enable NPS to gather and consider all relevant information during the decision-making process, and to satisfy its obligations under NEPA and the Organic Act. The purpose of NEPA is to encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; and to enrich the understanding of the ecological systems and natural resources important to the Nation&.. The NPS Organic Act requires that the NPS & conserve the scenery and the natural and historic objects and the wildlife therein and & provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations. NPS NEPA Handbook at 3 (citing section 2 of NEPA, 42 U.S.C. 4321, and 16 U.S.C. 1).

SPECIFIC COMMENTS

Park Wildlife Impacts:

Park studies have shown that the park pathways that have been constructed over the past six years have had a varied impact on park wildlife. Research has examined how the pathways have affected the behavior of black bears, elk, pronghorn, mule deer, moose and songbirds in Grand Teton National Park. Although there are variations for different species, the presence of pathways and use by pedestrians and cyclists have influenced animal movements, patterns, and led to avoidance of habitat adjacent to paths. Some species adjusted better than others; and variations were even seen along gender lines.

Within the scoping process, the NPS will again engage the U.S. Fish and Wildlife Service (FWS) to obtain a biological opinion about the impact of various alternatives being considered under the MWR Corridor Plan on species listed as endangered or threatened under the Endangered Species Act. FWS provided comments on Alternative 3 in the 2007 Transportation Plan - which at the time was the preferred alternative - in May 2005. FWS stated that improved and increased human access in the form of separated pathways for cyclists and pedestrians could encourage unpredictable encounters and increase the likelihood for grizzly/human conflicts. They explained that these potential impacts are not only negative to grizzlies and human health and safety, but run counter to the Parks stated management objectives. FWS also expressed concerns about how bicycles were able to move quickly and quietly through the landscape, which could increase the likelihood of surprise encounters between bicyclists and wildlife. The FWS concluded in their recommendations that pathway alignments stay as close to the road as possible, to maximize sight distances, and avoid impacts to high quality habitat. They also said that pathways could pose potentially unacceptable impacts to wildlife, present unnecessary safety impacts to pathway users, and may be technically and financially infeasible to construct due to topography, vegetation, and wildlife.

The Moose Wilson Corridor is an area increasingly used by the threatened grizzly bear, with many bears regularly seen on or immediately adjacent to the road during the summer season. Through the MWR Corridor Process the NPS must assure it is adequately protecting park wildlife and minimizing the likelihood there will be unnecessary human-bear encounters with any alternative it selects. Within the context of the new EIS, and given the increase in sightings of threatened grizzly bears along the MWR in the six years since the ROD, NPS is required to evaluate the environmental impact in light of the changes since 2006 in the amount of grizzly bear activity in the affected area. Additionally, should there be a finding of 'may effect, likely to adversely effect, NPS must comply with Section 7 of the Endangered Species Act, and consult with the FWS.

During the Transportation Plan development process, when asked about the potential impacts of a fully separated pathway along the road, the FWS concluded that the impacts associated would be greatest under this alternative due to the larger area affected by the proposed pathways and the diverse habitats they traverse. These same issues are still relevant today; and it is up to NPS to weigh the benefits and tradeoffs associated with each action alternative.

Visitor Use and Safety:

For years, NPCA has supported and been at the forefront of pathway development in Grand Teton Park. Over the past few months there has been community discussion about future pathway development on the Moose-Wilson Road. This process will provide an opportunity to better understand the status of current conditions, but more importantly, predict the impact any changed conditions may have on resource and visitor use within the road corridor.

The 2007 Transportation Plan Record of Decision (ROD) was released seven years ago, and the NPS has been steadily moving forward with the implementation of the overall Transportation Plan, and has successfully completed the construction of 17 miles of bicycle and pedestrian pathways. Although, the MWR corridor was originally scheduled as the final phase for pathways development under the ROD, the NPS agreed to move the MWR corridor up as a priority for implementation due to strong public interest in establishing a comprehensive pathway system that connects the park to the Teton County bike path system.

The NPS has specifically been asked to consider a separated pathway along the length of the MWR, as a means of addressing safety concerns to cyclists recreating on the road. As with all alternatives, NPS must identify issues and concerns and work through the benefits and tradeoffs associated with this alternative. The corridor plan will examine recreational, wildlife and scenic and historic values along the Moose-Wilson Road and will assure NPS maintains fidelity to the law as well as the delicate balance between expanding visitor use and protection of park resources. The plan will also provide for a significant and robust public engagement process for all those who care about this iconic park.

Two fatal cycling accidents in the park led NPS officials to include a pathway system as part of the 2007 Transportation Plan. Under the plan, the selected alternative for the MWR provided a path connecting Teton Village to the Laurance Rockefeller Preserve, and from there cyclists continue along the road corridor under a Share the Road concept. Increased traffic on the road has renewed concerns about the safety of cyclists under this scenario. Under the scoping process, we urge the NPS to consider a variety of safety enhancements that could be included in NPS alternatives to create safer cycling opportunities through the corridor.

NPCA continues to support a non-motorized pathway system in Grand Teton, but given that the Moose-Wilson Road corridor is one of the most biologically sensitive areas of the park, NPS must assure that any final plan provides a pathway with the safest possible experience for park visitors, while also maintaining the highest levels of protection for natural resources and wildlife. NPCA will support a separated pathway along the corridor provided that scientific data and research, as required under the current EIS, finds that the construction of such a path will not adversely impact wildlife and other critical park resources. If so, then an alternative solution will need to be pursued. While the goal of completing a world class pathway system is a notable one, we must exercise caution as the pathway system is developed to protect the park itself from any unintended harm.

NPCA believes that the requirement to examine a 'reasonable range of alternatives is critical in this EIS process and we strongly urge NPS to lead efforts to use that mandate to identify alternatives which address the many and seemingly competing interests along the corridor.

Vehicular Traffic and Impacts:

GTNP has about 2.5 million visitors each year, making it one of the top ten most visited parks in the country. Many of these visitors travel along the Moose Wilson Road as part of their park experience. However, when those impacts are combined with residential commuter traffic being generated by commercial hubs such as the Jackson Hole Ski Resort, those impacts could be beginning to exceed the capacity of the road to handle such a traffic load. We request that the EIS include a thorough analysis and discussion of the MWR road, including issues around how the road is used, what the 'carrying capacity for the road actually is, and also identification of steps that can be taken to address the apparent issue of increased visitor and local traffic on the road.

We are also aware of discussions that have occurred over who has ultimate authority over the road. We would appreciate an analysis and legal clarification of this issue within the EIS as well. It is NPCAs understanding that the road is owned by the United States Department of Interior and the NPS. When considering future management strategies, the park should consider how to best protect the gift of the Laurance Rockefeller Preserve, so that the unique qualities of this section of the road are not diminished by inappropriate traffic volume. Clearly, the Rockefeller family sought to achieve a high level of protection, evident in their agreement with the NPS in limiting the number of vehicles that can access the LSR Visitor Center at any given time.

As it develops a reasonable range of alternatives, the park should consider various adaptive management scenarios, and travel demand management tools to address current and future impacts, both to enhance the visitor experience and to protect natural and wildlife resources along the corridor. The park should take into consideration how to best alleviate user conflicts, and increase safety for automobiles, pedestrians and cyclists who are sharing the road with motor vehicles.

Historic and Cultural Values:

The Moose Wilson Road Corridor is eligible to be listed on the National Historic Register. Therefore, NPS has a responsibility under all alternatives that emerge from this planning process to assure that the unique historic character of this route is maintained.

The Advisory Council on Historic Preservation has established regulations for agencies to follow in complying with Section 106 of the National Historic Preservation Act. Under the Act, the NPS must evaluate the historical significance of the property using National Registry criteria, and determine whether a historic property will be affected by a proposed change or improvement and, if so, assess the possible adverse effects. The NPS must also consult with the Wyoming State Historic Preservation Office to develop a plan to mitigate any adverse effects.

Scenic Values:

One of the most significant attributes of the Moose Wilson Road corridor is its scenic values. Park visitors are provided a tranquil journey along a meandering road that winds through deep wooded areas, and past riparian streams and ponds. From the road, visitors can access trailheads that follow canyons to high backcountry elevations. The area is well-used by artists, photographers, wildlife viewing companies, hikers, cyclists and equestrians. Given these outstanding scenic values, the scoping process should prioritize these and develop alternatives that prevent inappropriate road expansion and excessive development within the corridor.

Wilderness Values:

The Moose Wilson Road corridor plan must consider wilderness values. Lands that have been recommended for

wilderness designation fall within the western and northern boundaries of the corridor. These lands should be identified and considered within the EIS process, and all potential alternatives should be evaluated as to its impacts on the natural and untrammeled wilderness qualities of those lands with outstanding wilderness qualities.

All action alternatives must be evaluated for their potential impacts on wilderness, as well as providing unintended illegal access by bicycles to wilderness lands.

Trails and Trailheads:

The corridor trailheads, particularly Death Canyon and Granite, see a high level of use and often parking in those areas exceeds the capacity. Although, expanded parking may be warranted, the park should resist enlarging those areas significantly. One only needs to travel 20 miles to the north to see how the massive parking lot at Jenny Lake has diminished that area significantly, and led to serious resource impacts and erosion along the lakeshore. Any parking lot improvements being considered by NPS should use state-of-the-art techniques to appropriately develop and provide interpretive signs in wildlife viewing pull-outs, parking areas, and trailheads. Although the NPS, by their mission are directed to provide for visitor enjoyment, their dual mandate requires that this be accomplished without harming park resources.

Road maintenance could be enhanced on the Death Canyon Road leading up to the trailhead. This gravel road is often marred by deep potholes and poor overall road conditions. It would also be helpful to designate more parking for the exclusive use of horse trailers. The corridor is heavily used by equestrians, as one of the few areas of the park well-suited for this type of recreation; yet the parking does not meet the current needs of that user group.

North Road Realignment:

Under the EIS process, the NPS should again evaluate the merits of moving the north end of the Moose Wilson Road further east along the levee road. The park has documented concerns about the proximity of the current roadbed to riparian areas, and associated management concerns with road flooding as a result of beaver activity. This should include study to evaluate habitat disturbance as a result of new road construction, as well as restoration of the existing roadbed.

Potential benefits of moving the north end of the road include providing a buffer zone for wildlife and waterfowl species, minimizing bear interactions with humans, and increasing the safety margins for encounters with moose.

NPS Management Policies:

Please assure that all action alternatives fully comply with the NPS Management Policies, as amended.

CONCLUSION

There are many complex issues that should be evaluated in their totality to develop possible alternatives for future management and development of the Moose Wilson Road. Through this process, it will be important to weigh current and future visitor use, recreational use, and traffic impacts against possible negative impacts to the natural and wildlife resources of this important corridor.

NPCA encourages the NPS to explore solutions outside of the range of alternatives previously developed, to consider how transit, shuttle systems and other calming traffic measures could be applied to the road corridor to reduce traffic impacts.

NPCA also urges the NPS to utilize to the greatest extent possible, all peer reviewed literature pertaining to recreational impacts on wildlife and recommendations for minimizing human/wildlife conflicts in relation to sensitive species and large carnivores.

We appreciate the opportunity to participate in this important planning process, and look forward to commenting on the draft EIS; once released.

Sincerely,

Sharon Mader
Grand Teton Program Manager

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 430**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
closeness to wildlife, natural, original environment. winter activities without traffic, solitude.

Topic Question 2:
to much vehicular traffic, noise, pollution. interference with wildlife, collisions, recklessness, approaching of wildlife.
Corridor needs less or zero motorized traffic. keep road in good condition for biking, walking, XC skiing.

Topic Question 4:
suggest to expand granite canyon trail head parking, operate an hourly shuttle to the LRC from the moose visitor center and granite canyon TH, (or from Teton Village).

Topic Question 5:
no extra and/or new pathway.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 431**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
That it maintains the integrity of the surroundings and provides a different way of going north and south in the valley without the commercial entities distracting from it.

Topic Question 2:
I think the most important issue, bar none, is the Moose Wilson's role in the future transportation planning of the valley, and that includes it's role in the preservation of scenic and wildlife values on that corridor.

Topic Question 3:
No.

Topic Question 4:
I would like to see the road surface improved, but not the twists and turns. I would like to see more pull outs for tourist traffic to stop and take pictures or let other traffic go by. I would like to see speed bumps installed at strategic places to slow traffic for particular wildlife viewing areas (with warnings, of course).

Topic Question 5:
So far, in the comments I have read, there is little reference to the valley's future transportation needs. There is no way we can oppose the improvements on this road and the acceptance of it as a north-south link and then also oppose a bridge across the Snake River to carry traffic from the airport to Teton Village. We have to have one or the other. I think more thought should be given to creative transportation methods that would limit traffic numbers and speed, but continue to allow this road to be an important way to go north/south in the valley. Consider, perhaps- - tourists arriving at the airport could get a scenic shuttle to the Village where they could pick up their rental car. A

START bus route could be established (not with busses, but smaller vans) that would make the loop all day and half the night during peak season. Paving and scenic pullouts that accommodate a few more cars (like at Jenny Lake) would assist in having a place for slower traffic to pull over.

When you have such spectacular beauty in the heart of a public access tourist economy, you have to come up with brilliant creative solutions involving more than just yes or no to improvements and viewing those improvements as a threat to the wildlife and scenic values so important to all of us and to future generations. And trust me, if this road is limited, we will ultimately have a bridge at the north end of the valley. We must look at the future consequences of our immediate decisions.

PS: Keep it closed in winter. Period.

Comments: I am a past resident of Teton County- -served on the Board of the Jackson Hole Alliance, the Teton County Planning Commission, and the Scenic Preservation Study Group (that submitted a plan to Congress providing for purchase of lands to protect important scenic and wildlife values). No one could possibly believe more passionately in the protection of Park values where Park lands exist. But we have some unique people values that I think thoughtful people can protect as well. Let's get creative. Let's not just see this as apples and oranges (the classic environmental debate.) Let's throw all the ideas up in the air and come up with some new ones! The choice for a tourist to go from the airport to the Aspens through the Park is for the person who is anxious to see the scenery and doesn't care about the town (yet). Otherwise, they can go directly to town the normal way. It's even possible (with the scenic shuttle idea) to come to the valley and never rent a car- -using shuttles the whole time. Perhaps some of the ideas that have been suggested for Yellowstone are now in order for the south end of Teton Park.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 432**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I most value the natural resources and hiking opportunities along the Moose-Wilson corridor. However, I do not value the disturbance that I and other visitors present to wildlife along the Moose-Wilson, as the road was constructed in a manner incompatible with maintaining suitable wildlife habitat.

Topic Question 2:

I have watched the Moose-Wilson corridor degrade over the past five years. Turnouts have popped up everywhere, been expanded, and caused social trails that disturb habitat. Some turnouts are essentially placed in wetlands, while some social trails lead onto beaver dams and up to beaver lodges. There are too many birds- great gray owls, grouse, and songbirds that are hit on that road too frequently because the road was laid down over prime nesting and foraging territory. The road has become a drive-through 'zoo' that imperils resources and creates a visitor experience non-compatible with the NPS mission.

Local residents create another set of issues for the corridor. The LSR Preserve, though the most legally protected area of the corridor, has become a place that locals treat like a sovereign entity from the park. A lack of enforcement (especially after LSR staffing hours) has led to frequent mountain bike use on LSR trails off the Moose-Wilson and has made the LSR a local hotspot for on-trail dog-walking. These activities defy the purpose of the LSR and NPS. Resource degradation from these activities include erosion, changing visitor experiences, stressing small wildlife, and increasing opportunities for the spread of parvovirus from domestic dogs to wolves.

Topic Question 3:

Most of those values have been extremely degraded, and some do not exist anymore.

Topic Question 5:

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The road should be rerouted away from critical and productive wildlife habitat areas. A pathway is completely unnecessary in this part of the park, as Grand Teton has miles of pathways for cyclists to enjoy already. Adding a pathway would increase the already too abundant misuse of trails by mountain bikers. Minimizing the footprint of impervious surfaces is paramount, and rebuilding the values of the corridor essential.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 433**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

My wife and I regard GTNP as our "neighborhood park." During the six months that the road is open, we drive through it two or three times each week. We enjoy the wildlife, the woods, and the passage to Moose and to the Rockefeller Preserve. My colleagues (in the Teton Back Country Horsemen) and I love to ride from Poker Flats to the LSR Preserve and from there across the Moose-Wilson road to Phelps Lake. I hike to Phelps lake a half dozen times each summer and fall. I have done research at the LSR Preserve Library. I snowshoe the Road in winter.

Topic Question 2:

- 1) Paving the southernmost 1.8 miles of the road;
- 2) Preserving horse trails and horse-trailer parking;
- 3) Having a safe bike path for bicyclists;
- 4) Re-routing the northern part of the road away from the beaver pond;
- 5) Re-routing the northern egress to the M-W Road so that it requires an entrance from within the GTNP;
- 6) Balancing access for motorists with preservation of wildlife habitat.
- 7) Opposing the execrable idea of one-way traffic.

Topic Question 3:

They are explicated in my answers to Questions 1, 2, and 4.

Topic Question 4:

1)PAVING: It would be cheaper and easier on cars and bikes if NPS paved the southernmost 1.8 miles (The current system of filling in potholes is more expensive and does not achieve its apparent goal of minimizing automobile traffic: Motorists coming from the north don't even know of the axle-smashing portion until it's too late).

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2) SLOWING TRAFFIC: Install sporadic speed bumps.

3) MULTI-USE: Assure ample parking for horse-trailers at Poker Flats and White Grass. Stop diminishing the number of horse trails. Also build a safe path for bicyclists.

4) PROTECT WILDLIFE: Don't allow any hunting in GTNP! Re-route M-W Road away from the Beaver Pond.

5) REQUIRE SOUTH-BOUND TRAFFIC TO PAY PARK FEES: Re-route the northern M-W egress so that it is west of the Moose Ranger entrance.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 434**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Wildlife viewing and the sense of wildness of the area.

Topic Question 2:
The Moose-Wilson corridor should be kept as wild as possible. Any construction along the road would disrupt the habitat, both flora and fauna. The preservation of the landscape should be of utmost concern. The vision of Laurence Rockefeller was to keep the Moose-Wilson road from any further development. Further development will degrade the wildlife experience and have adverse effects on the terrain. In my opinion, any increase in congestion would be detrimental to the visitor experience.

Topic Question 3:
The Moose-Wilson corridor should be kept as pristine as possible. Visitors already have many options with the existing roads and pathways. Stewardship of the land and its resources is one of the highest objectives of the values of the National Park Service.

Topic Question 4:
Keep the road as is. No more development whatsoever. There is no need for more development. Additional development would foster even more development in the future.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 435**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
For over 30 years, my family and I have traveled the Moose Wilson corridor to visit GTNP, Moose, and Yellowstone as well as to view the magnificent wildlife which inhabits that area. I value the lack of pedestrian travel and enjoy the serenity of the area.

Topic Question 2:
In my opinion, the most important issues affecting the Moose-Wilson corridor are:
1) increasing traffic
2) wildlife jams
3) partially unpaved road near the south entrance

As these issues are being discussed, it might be a good time to explore paving the the entire corridor.

Topic Question 3:
No

Topic Question 4:
I would like for the corridor to remain "wild" and serve as an opportunity to continue viewing the wildlife in their natural habitat. A bike path would destroy the borders of the road, not to mention the number of trees and vegetation that would have to be removed. The time it would take, alone, to build would be disruptive to the wildlife and to the traffic which is already too congested.

Topic Question 5:
Perhaps closing the north and south entrances at various times to tourists (not locals who need the corridor to get to

and from work and home) could help to accommodate the intense traffic situation.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 436**

[REDACTED]

Correspondence Information

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Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Wildlife viewing opportunities, feel of the narrow, winding, country road, access to trailheads and the JDR Visitor Center.

Topic Question 2:
Wildlife-human conflicts is a concern. Traffic jams from people stopping to view wildlife on the road is another concern. Dust affecting all the vegetation. There is opportunity for reducing/eliminating traffic on the road with a shuttle bus system from Teton Village to Moose, stopping at Key points along the way. There will always have to be access to Death Canyon trailhead and the residences along the road, but a reduction in vehicular traffic would go a long way.

Topic Question 3:
I concur with the fundamental resources and values and understand the park's mission.

Topic Question 4:
I hope wildlife continue to utilize the corridor. I would like to see the following changes:
1) Restrict vehicular traffic to no farther than Death Canyon on the northern end and to Granite Canyon on the southern end.
2) Employ a shuttle bus (small bus) from Teton Village to Moose and back, with key stops along the way (JDR VC, Granite Canyon, Sawmill Ponds, etc.). This will only work if a fully operational shuttle system is convenient, affordable, and available for the remainder of the Teton Park Road.
3) Winter nordic grooming on the closed portion of the road would be fantastic!

Topic Question 5:
Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

No pathway is needed from the south if vehicles are restricted to shuttles, park employees and residents, until you reach Death canyon. Bicycles could safely co-exist with shuttle buses if the road is paved. At that point a separated pathway is appropriate, if visitors are permitted to Death Canyon trailhead.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 437**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
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Correspondence Text

Topic Question 1:
Wildlife viewing and the sense of wildness of the area.

Topic Question 2:
The Moose-Wilson corridor should be kept as wild as possible. Any construction along the road would disrupt the habitat, both flora and fauna. The preservation of the landscape should be of utmost concern. The vision of Laurence Rockefeller was to keep the Moose-Wilson road from any further development. Further development will degrade the wildlife experience and have adverse effects on the terrain. In my opinion, any increase in congestion would be detrimental to the visitor experience.

Topic Question 3:
The Moose-Wilson corridor should be kept as pristine as possible. Visitors already have many options with the existing roads and pathways. Stewardship of the land and its resources is one of the highest objectives of the values of the National Park Service.

Topic Question 4:
Keep the road as is. No more development whatsoever. There is no need for more development. Additional development would foster even more development in the future.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
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[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
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Correspondence Text

Topic Question 1:

The Moose-Wilson Road is my favorite road in the United States. (I also adore St. Charles Avenue in New Orleans and Hwy. 98 along Mobile Bay in Point Clear, Ala., but they just don't match the beauty of the Moose-Wilson Rd.).

I enjoy the beautiful landscape, hikes in the park, fresh air, the wildlife and the rustic nature of the corridor. I love the windy nature of the road and being sheltered by the trees.

Topic Question 2:

The road needs to be as far west as possible so that wildlife- -the buffalo, elk and moose- -can safely make their daily migrations from The Bench to the river.

I believe that the roadbed should be kept where it is now. I love to drive under the trees and to see all the wildflowers around the aspens. The road will not be in as pretty a spot if it is moved to the east. Please don't do this.

Topic Question 3:

If the park service builds the road to the east of where it is now, wildlife will be killed and possibly humans, too.

Topic Question 4:

I hope that the road will be kept close to where it is now. I love to drive among the trees. Another good thing about the road's current location is that it is mostly obscured by the trees. If it is moved to the east, it will be more visible and will add much more noise to the area.

Please add a bike path!!

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Topic Question 5:

Thank you for giving me the opportunity to comment on my favorite road in America!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 439**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
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Correspondence Text

Topic Question 1:

The fact that the corridor is in a National Park -- the purposes embodied in the National Parks mean a great deal to me.

I also value the access the roads and trails in the corridor provide me to the backcountry in the south end of the Park. The rural byway nature of the Moose-Wilson road with it's slow speeds and inconvenient driving is important to me, as fitting in with the character of the area.

Topic Question 2:

I am very concerned that the byway will be turned into a modern road for the convenience of drivers. I would rather see cars totally eliminated than have that happen. I am very much opposed to any additional paving or widening.

Topic Question 3:

I consider maintaining the historical aspects, opportunities for wildlife viewing and access to the park hinterland fundamental to my enjoyment of the Park.

Topic Question 4:

I support maintaining the rural nature of the roads in the corridor; narrow, unpaved and slow. I support making the Moose-Wilson road a one-way road -- not only would that help ease the wildlife traffic jams as there would be a lane for pulling over, it would also eliminate the road as a commuter route and thereby make it a Park resource rather than a driver's convenience.

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I support a complete and separate bike path along the entire corridor for the safety and enjoyment of the park visitors.

Topic Question 5:

Don't develop the Moose Wilson corridor in any way to solve Teton County's transportation problems, with the single exception of building a bike path separate from the road and going completely through from the Village to Moose.

Comments: The corridor has been considerably degraded over the past 40 years that I've been using it. The main problem is the Moose-Wilson road, which now seems overused to the point of being dysfunctional at times. Not only are there more people wanting to use it, they have been encouraged in recent years by added pavement and better maintenance. In spite of the added use, it seems to me GTNP has done very little in the nature of patrols or education or planning to address the problems, and building an entrance station at the south end with only one lane for paying entrance fees only added another site for a traffic jam.

I'm very pleased that the Park is now addressing the corridor. It seems to me that significantly reducing traffic on the road would be the single most effective solution to the corridor's problems. Providing a bike path and making the road one-way would do the job.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 440**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
I value the beauty, the remote feeling, and the wildlife.

Topic Question 2:
I think the most important issues are whether to expand the corridor. This concerns me because expanding the corridor will alter the rural feel and impact wildlife.

Topic Question 4:
I would like to see minimal changes to the corridor.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 441**

Author Information

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

February 6, 2014

Kevin Schneider, Acting Superintendent
Grand Teton National Park
PO Box 170
Moose, WY 83012-0170

Dear Acting Superintendent Schneider,

Thank you for the opportunity to comment on the scope of the Moose-Wilson Corridor Comprehensive Management Plan (CMP). The Moose-Wilson Road in Grand Teton National Park (GTNP) is an important road for residents and visitors to Teton County. I appreciate GTNP for taking steps to complete a pathway and continue two-way access on the Moose-Wilson Road.

Last summer the National Park Service (NPS) and GTNP personnel improved communication with the local community and my office on the Moose-Wilson Road Corridor, but that progress has waned. The notice of intent to initiate scoping in early December came as a surprise. Based on assurances from GTNP, cooperating agencies expected a dialogue concerning the scope and elements of the NPS analysis for the Moose-Wilson Corridor CMP.

The proposed size and scope of the proposal advanced by the NPS is a concern. The area of the draft scoping release - 10,300 acres - is disproportionally large for a 7.7 mile road corridor. The corridor study area should focus on the road. GTNP has not provided sufficient justification for including the whole Laurance S. Rockefeller Preserve and other outlying areas in the planning process. I request that the area of focus be revised and limited.

It appears the NPS has dismissed the 2007 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the Moose-Wilson Corridor. The 2007 FEIS evaluated four alternatives for the same 7.7 miles. The most cost and time effective approach would be to tier off the 2007 FEIS and ROD. The questions in my July 18, 2013 letter (enclosed) concerning the study remain relevant. Specifically; 1) Does the NPS intend to vacate the 2007 FEIS when a new decision is reached? and 2) Will there be an effect on the authorized bicycle path from Granite Canyon Entrance to the Laurance S. Rockefeller Preserve? It is unclear from the GTNP scoping notice what weight, if any, the NPS will give its previous decision moving forward. The NPS must clarify its approach.

GTNP identifies two significant changes within the corridor since the 2007 FEIS and ROD, including the expansion of grizzly bear range and presence in the corridor. Grizzly bears in the Moose-Wilson Road Corridor - as well as park-wide - are long established. The expansion of grizzly bear range throughout Wyoming is an indicator that the species has recovered. The presence of the grizzly bear should not restrict or close public access to GTNP and the Moose-Wilson Corridor. It does call for an active management program. This is especially important when addressing a road corridor which has been established for 120 years.

The narrow character of the Moose-Wilson Road presents safety issues if vehicles, cyclists and pedestrians are funneled together. Both a 13-year-old visitor and a Wyoming resident lost their lives on two road segments. Subsequent to these deaths, pathways were established for these road segments. Independent studies confirm people are safer and wildlife is thriving. Advocates are not suggesting the road be widened, but rather they support an independent pathway from the Granite Canyon Entrance to the Teton Park Road. A pathway, if designed and completed in an environmentally sensitive manner makes sense, especially when the community is willing to bear the cost. And given a pathway is already approved from the Granite Canyon Entrance to the Laurance Rockefeller S. Preserve, the need to complete that pathway on the northern section of the road is compelling.

I encourage the NPS and GTNP to work with the local communities and the State of Wyoming to address management of the Moose-Wilson Corridor. The gateway communities to the greater Yellowstone area and GTNP have demonstrated their willingness to address solutions to the questions confronting park managers and communities. For example, these communities raised private funds to open Yellowstone National Park "on time" when federal funds were unavailable. Jackson and the State of Wyoming have partnered with GTNP to establish a nationally recognized pathway system throughout Teton County. Addressing issues along the Moose-Wilson Road Corridor is another opportunity for GTNP to partner with the local communities.

I believe a plan can accommodate non-motorized transportation as well as two-way vehicle access while protecting park resources. This effort is important to improved public safety and continued public access.

Thank you again. Please contact me if I can be of assistance.

Sincerely,

Matthew H. Mead
Governor

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 442**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Undeveloped nature of the road corridor and the direct travel route to and from destinations. The ability to avoid the congested Town of Jackson (who are we kidding, it's a city!) and traffic on highways 22 & 26/89/191 is priceless and is relaxing.

Topic Question 2:
Increased traffic, Wildlife jams and the inadequate availability of pull outs to address both. Bicycle safety and the deterrent the unpaved section is to encouraging people to ride bicycles rather than drive vehicles.

Topic Question 3:
The following comments are in reference to the road since that is the major emphasis related to possible changes to the M-W corridor. Scenery: Considering the road primarily travels through forested areas, this section of the newsletter is overstated. The potential realignment of the northern portion would increase the scenic value. Geologic: Realignment and/or removal of the road would be prudent to reduce potential geologic impacts. Infrastructure investment near fault lines is not sustainable. Ecological Communities: Taken to the extreme, true preservation of ecological communities would result complete removal of the road from Moose to Poker Flats especially considering the statement about protecting wilderness character. We can't have it both ways otherwise this is only lip service. Aquatic Resources: Not sure what is meant by "sustain appropriate visitor uses" in this section of the newsletter. See comment above about ecological communities as it pertains to aquatic resources. A bridge saturated in creosote is not a good example of protecting aquatic resources. Cultural History and Resources: Since the entrance to the Murie Ranch only makes logical sense to remain as currently situated in Moose, the inclusion of it in this discussion is misleading. It really has nothing to do with the M-W corridor especially if the proposed realignment results in the northern junction of the M-W road and the Teton Park Road being relocated west of the current entrance station. The structures at the LSR Preserve never should have been built and the LSR conservation

story could have been told elsewhere in the park; however, that is all water under the bridge at this point. This category is over stated in the newsletter as it relates to the M-W corridor. Natural Soundscapes and Acoustic Resources: Again, see comment above about ecological communities. The quality of the soundscapes of the M-W corridor are overstated in the newsletter due to constant vehicle noise in the summer and the continually increasing and deafening noise from the adjacent airport (another water under the bridge topic). Visitor Experience: Many of the comments above relate to this category. This is exactly why balancing resource preservation and visitor access is such a difficult and slippery slope. Good luck! Transportation Corridor: Admit it or not. Like it or not. This IS a VALUE of the M-W corridor for many visitors and residents alike. GTNP can refute or ignore this reality but as a transportation route IS how the M-W corridor is used by many. And if the road remains it will continue to serve this valuable fundamental purpose. Roads by nature are built to get from point A to point B. That is not going to change no matter what spin is placed on this process. It just so happens this particular transportation corridor is a pretty darn special one.

Topic Question 4:

Hopefully the corridor will continue to serve as a fossil fuel saving short cut between Teton Village Road and the Teton Park Road. I believe that a compromise to all of the aforementioned values is going to be required to achieve an equitable balance between the competing purposes, functions and realities. Changes: If the park is truly committed to encouraging people to experience the park in ways which are an alternative to automobiles and is truly committed to visitor safety there would be no question about extending the pathway system to provide a link between the Teton Park Road and the Granite Entrance Station. If the M-W Road remains, I would like to see the entirety of it paved; however consideration should be given to the entirety of it being unpaved. If the park desires, as it has in the past, to dissuade visitors and residents from using the road and/or slowing the traffic down the real way to do that effectively would be to return it all to gravel. After all, if there is a desire to be true to the stated value of cultural history and resources, returning the road surface to it's original state would be the way to do it.

Topic Question 5:

My main desire as a Wilson resident and neighbor of the park concerning the plans for the M-W Road and corridor is to improve travel between the Granite Entrance Station and the Teton Park Road while ensuring the natural resources are not unjustly compromised. Like many I really just want to avoid the Town of Jackson as much as possible on my way to the park. My first reaction to that is to make typical road improvements to the existing M-W Road. But after having considered changes to the M-W corridor for several years, I have recently come to an out-of-the-box compromised conclusion which would best serve my desires and like minded people as well as the conflicting dual mission of the NPS and specifically GTNP. The ultimate solution is the permanent closure of the M-W Road from the LSR Preserve to the Granite Canyon Trailhead, provision of a pathway along the entire existing corridor connecting the Granite Entrance Station to the Teton Park Road, AND (and this is a big "AND") a bridge over the Snake River with a road connecting Teton Village Road and Spring Gulch Road. I realize this is a very large can of worms and would involve the cooperation of several entities external to the park, not the least of which are private property owners. I also realize a new connector bridge and road will never be built as long as the M-W Road remains in place. Even a permanent gate closure which retains the potential future ability for vehicle traffic will result in a connector bridge and road never being built. That is why contrary to my short term desire, I would advocate for permanent road closure, roadway restoration, and pathway construction. The short term (define that as you may) impositions resulting from this would eventually be resolved because then and only then would serious pressure mount to construct the connector bridge and road. It might take several years or even decades and would be fought tooth and nail by the Jackson business community but eventually it would be built to the benefit of most people and the majority of resources. Long term goals all accomplished as a result. Thank you for the opportunity to comment.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 443**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

February 6, 2014

Acting Superintendent Kevin Schneider
Grand Teton National Park
PO Drawer 170
Moose, WY 83012

Dear Acting Superintendent Schneider,

On behalf of the Center for Biological Diversity (Center), I provide the following comments on Grand Teton National Parks public scoping on the Moose-Wilson Corridor. The Center is a non-profit environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has more than 675,000 members and online activists dedicated to the protection and restoration of endangered species and wild places. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life.

Maintaining the existing character of the Moose-Wilson corridor is vitally important to ensuring a healthy future for wildlife and unique and intimate wildlife viewing opportunities in an increasingly congested valley. It is essential that the Park Service prohibit expansion of the width of the road and building multiple paths: the effects from doubling the road width from 18 to 40 feet would cause irreversible harm to the park and its wildlife, including the threatened grizzly bear.

In developing the Environmental Impact Statement (EIS), the Park Service must keep in mind that this corridor is a
Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

special place, not a commuter route or Jackson by-pass. The Park Service should also avoid promoting a fitness program for biking which can be done elsewhere. It should consider too that in the case of Grand Teton, the resource protection goals have been compromised enough. There is an airport, a dam, and a big game hunt.

Outside the park, sprawl is mounting, threatening park values by reducing available habitat. But for the protection of park and national forest lands, the rich wildlife that people flock to see would not remain. There is no part of the park, including this ecologically diverse corridor, that should be further compromised with development.

Grand Teton should not capitulate to local political pressure and turn its back on its obligations to protect the park for everyone and to protect grizzly bears as required by the Endangered Species Act. Additional bike paths are inappropriate here and would endanger the bear as well as the biker. There has been ample experience in parks like Banff where bear-biker conflicts in berry habitat became so serious that the Park Service had to institute seasonal path closures; such a problem should not be invited here. A separate bike path here would likely increase conflicts with other wildlife as well, particularly moose. There are plenty of opportunities for bikers here in the valley and the ecosystem. But opportunities for threatened grizzly bears and declining moose to live safely in close proximity to people, such as those provided here, are very rare - and will only get scarcer as development in the valley continues.

In the EIS, the Park Service must thoroughly evaluate the disturbance and other effects of roadway expansion and a separate bike path on grizzly bears, wolves, elk, moose, birds, lynx and wolverine.

Grand Teton Park is fortunate to have a growing number of grizzly bears that are easily viewed by the public. These bears are treasured by people from the community and from around the globe. In just over 150 years, grizzly bears were eliminated in 99% of the range that they used before European settlement. They have been protected under the ESA since 1975. Experts maintain that they would not have survived in their last refuges such as the Greater Yellowstone Ecosystem (GYE) without federal protections. Within the GYE, national park lands not only have been the core refuge for grizzly bears, but also the centerpiece in recovery efforts. The Park Service has provided a shining example of what can be done proactively to prevent conflicts while allowing visitors to experience the thrill of seeing a bear in the wild. Over the last decade, Grand Teton has risen to the challenge of accommodating grizzly bears as they expanded further south, and the public has responded with enthusiasm.

The world of the grizzly in Yellowstone, and indeed the lower 48 states, is rapidly changing due to a combination of human pressures, climate change and drought, and invasive species. All projections of climate change point to decreasing habitat productivity for grizzly bears and to resulting lower bear densities. In the GYE, two key bear foods, whitebark pine and cutthroat trout, have been functionally eliminated due to climate change, drought and invasive species. The nonnative Lake trout has effectively wiped out native cutthroat in the tributaries around Yellowstone Lake, which historically supported roughly 80 bears in the spring spawning season. Over 75% of whitebark pine has been lost in the last decade, due to an unprecedented climate-driven outbreak of mountain pine beetles (Macfarlane et al., 2013), and a nonnative pathogen white pine blister rust. In response, bears in the GYE are turning more to eating meat (Interagency Grizzly Bear Study Team, 2014), a practice that is highly dangerous for females with cubs, as females tend to lose their cubs in conflicts with male bears. And, conflicts with big game hunters and livestock operators are increasing (Interagency Grizzly Bear Study Team, 2012). Two recent scientific papers (Doak and Cutler, 2013; and Higgs et al., 2013) show that the population is no longer growing, but rather is

more likely declining.

To compensate for the adverse effects of climate change and invasive species, federal agencies should be looking for opportunities to provide bears with a secure place to live in an expanded area of suitable habitat. Research has shown that suitable but unoccupied habitat exists in the GYE, including in the Wyoming and Palisades ranges (Merrill and Mattson 2003; Schwartz et al, 2010). Protection of the Moose Wilson corridor in its current condition would contribute to the goal of allowing bears to live in more suitable places to the south. This would help provide a buffer for grizzly bears as habitat conditions deteriorate in the ecosystem. Bears can and are moving further south, but widening this corridor, which in turn would increase traffic and raise the potential for bear conflicts, could limit bear dispersal.

The corridor should be managed for the greater public good, not for the narrow interests of special interest groups or the county in facilitating transportation. To that end, the Park Service should develop a plan to reduce the volume of traffic by increasing mass public transportation options. This is especially important as vehicle use exceeds capacity in the summer, and there are significant conflicts with wildlife, with one grizzly killed in a vehicle collision several years ago. There are plenty of precedents in the National Park system for developing transportation systems designed to limit wildlife disturbance, including Denali NP.

Given the potential impacts on grizzly bears, the park should convene an independent panel of grizzly bear scientists to assist in evaluating the value of this area to grizzly bears today and in the future, and the potential effects of road widening, increased traffic and a separated bicycle path on bear population levels, potential for human-bear conflict, as well as impacts on well known bear family groups, such as grizzly bears 399 and 610 who have used this corridor for several years. This analysis should include the cumulative effects of the potential roadway expansion, combined with other activities, such as private land development and elk hunting within the home range of these and other known grizzly bears in the area. The hunt in particular should be evaluated using current science about the increasing conflicts between grizzly bears and elk hunters, as bears turn more to meat in the wake of whitebark pine loss. And this analysis should be pursued in recognition of the lag times inherent in grizzly bear responses to habitat changes (Doak, 1995).

While this road plan may seem to be a small thing in the context of a several hundred square mile home range, when one adds up all the seemingly small cuts, one can end up inflicting a very large wound. This is why the federal and state agencies have long supported the need for cumulative effects analyses for grizzly bears: to avoid the problem of the death by a thousand cuts.

The Park Service should pursue this analysis on the scale of a female home range, as envisioned by the authors of the cumulative effects model. In undertaking this work, the agency must apply a precautionary approach as required by the ESA. And the agency should review what happened in similar situations, such as Banff. In the EIS process, it is important to learn from the experience of others in evaluating the potential impacts of widening the road.

The use of roadsides by females is increasing in the GYE as females are pushed out of backcountry habitat by aggressive males; their strategy is to rely on the kindness of human strangers, and it seems to be succeeding, as long as people behave appropriately. Since the survival of females is the limiting factor for recovery of the grizzly bear, the protection of every successful female bear like 399 and 610 is vital to health of a population with an estimated 40 or so females that are known to reproduce in the GYE (IGBST, 2012). Here, a female is lucky to replace herself in the population during her lifetime. With such low reproductive rates, the loss of even a few females can turn a population increase into a decline in short order. In the GYE, it could also worsen the population decline which is likely already underway.

The contribution of these females to GYE grizzly bear recovery is incalculable, and they should be given every

break possible. Beloved by people in the valley and across the country, these bear families provide a rare and intimate window into the miraculous lives of grizzly bears. Maintaining the Moose-Wilson corridor with its present width would meet the Park Services goals of protecting the parks natural resources and the use and enjoyment of the park. It would also serve the broader public interest, rather than the narrow interests of a few.

In the EIS the Park should develop and evaluate an alternative that would resolve vehicle and transit needs outside the park boundary for non-park dependent uses, such as accessing the airport or other non-park destinations along the west bank of the Snake River during the summer season. This would be consistent with the comprehensive plan for Jackson and Teton County, which made commitments to avoid exporting impacts of local development onto public lands. The EIS should evaluate one alternative with the goal of maximum protection of park values, and minimize effects on wildlife.

I appreciate the opportunity to submit these comments and request to be kept apprised of further developments.

Sincerely,

Louisa Willcox
Center for Biological Diversity
Box 2406
Livingston, MT 57047

Literature Cited

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**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 444**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The peaceful beauty and quality of the surrounding area and the opportunity to leave the fast pace of the big city behind and slow down to view the environment in its natural beauty with the added plus of viewing the spectacular wildlife in the are.

Topic Question 2:

Traffic and the opportunity to create a viewing corridor that allows for dedicating the highway as a scenic byway with limited speed and regulation to provide notice that the purpose of the corridor is scenic and not simply a connecting roadway

Topic Question 3:

yes but if the corridor requires a token fee which allows and establishes a scenic corridor and limited speed viewing road funds should be available to make the road a part of the park- wilderness scenic portal.

Topic Question 4:

the preservation and allowance of natural habitat and continued species use. To have the corridor declared scenic and wildlife dedicated.

Topic Question 5:

This area has the potential for the protection and preservation of the parks and the ideology that America and its lands and wildlife should been seen and appreciated not simply traveled over for necessity. Nothing will protect or preserve this great and wonderful area if development and financial interests are the recognized factors at the cost of an irreplaceable and delightful opportunity to slow down and bask in the peaceful area.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 445**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
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Correspondence Text

Topic Question 1:
See below

Topic Question 2:
See below

Topic Question 3:
See below

Topic Question 4:
See below

Topic Question 5:
See below

Comments: Kevin Schneider, Acting Superintendent
Grand Teton National Park
Moose, WY

Acting Superintendent Schneider,
Thanks for the opportunity to comment on the Moose Wilson rd master plan. It is an important issue and one that many of us hold dear. As a longtime resident of Teton County Wyoming time spent in GTNP is a big part of our Wyoming way of life. The time spent showing friends and family GTNP via the Moose Wilson Rd by car, bike or snowshoe is important to me.

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As a former County Commissioner I can tell you that many folks who live here share a love for this part of GTNP. I worked with a former Superintendent Jack Neckles to share snow plow duties and to help provide areas to park when using the park in the winter. I never recall ever talking about closing the road to two way traffic at that time. I hope we all can avert that outcome now! I have a hard time understanding why this is even an option. When the Preserve was planned and built I think access to it from both directions was thought about. I understand the rural nature of the road and that can be maintained. I feel a bike path can help in that effort. It is my sincere hope that we keep this special access point of Grand Teton National Park open in both directions, with a bike path so we can continue to enjoy this part of our Wyoming way of life. Thanks
Mike Gierau

Sent from my iPad

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Correspondence: 446**

[REDACTED]

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Correspondence Text

Topic Question 1:
Wildlife viewing, hiking along Sawmill Ponds, visiting the Laurance S. Rockefeller Preserve, and accessing the White Grass Ranch area (especially in the Fall) and the Death Canyon Trailhead.

Topic Question 2:
The existing corridor is too narrow to accommodate all the visitors who want to take the time to view our wildlife. Furthermore, this congestion surely has negative impacts on the wildlife while limiting their access to a vital resource.

North-bound traffic has to go through two entrances stations in order to continue into the central areas of the park. Not only does this unnecessarily delay visitors it also has negative consequences for global warming - all those cars idling while waiting to just wave to the friendly rangers before continuing into the park .

Topic Question 3:
By moving the corridor to the east the serenity of the hiking trails in the Laurance S. Rockefeller Preserve would be enhanced, views of the southern Tetons would be better than from the existing roadway, visitors would have a much better opportunity to appreciate the riverine habitats along the Snake River, and non-motorized travelers could be safely separated from the vehicular traffic.

Topic Question 4:
Maintain access to the Death Canyon Trailhead and the White Grass Ranch. Keep the road a seasonal route - let WYDOT worry about Westbank access. This area quite special when traveled on foot or by skiing.

Topic Question 5:

Wildlife viewing could be greatly improved if the best areas were accessed by trails (even handicapped accessible pathways) instead of the current road. For example, the current road could be converted to a trail that serves one or more of the most popular and most congested viewing areas. In addition, viewing areas could be created that could be accessed from the east to provide even more opportunities for wildlife viewing while also decreasing visitor density.

The current corridor is very dangerous for walkers and bicyclists. A separate pathway should be an integral part of the redevelopment of this corridor. It would complement the existing Valley pathway system and greatly enhance visitor experience.

Comments: When the Granite Entrance station was proposed several people commented that this would require north-bound visitors to go through two entrance stations. In response, the park spokesperson said that "within a couple of years the northern part of the Moose-Wilson road will be re-routed to north of the Moose Entrance station"! Well, here we are many, many years later and this has not happened. As I pointed out above, this is a very real inconvenience to visitors as well as a detriment to our environment.

One of the justifications for the Granite Entrance station was that the park was losing entrance fee monies from traffic on the Moose-Wilson road. Well, how about southbound traffic? They can enter the park without going through an entrance station and benefit from access to Death Canyon, White Grass Ranch, and, now, the Laurance S. Rockefeller Preserve!

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[REDACTED]

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Correspondence Text

Topic Question 1:

The chance to drive a partially unpaved, narrow road which forces me to slow down and pay attention to other travellers and wildlife. All the other roads in GTNP are so good that speeding is physically possible despite any legal restrictions.

Topic Question 2:

The safety of wild creatures large and small crossing the road should have the highest priority. This should not become a paved thoroughfare for vehicles traveling to GTNP from the Village, Wilson, Idaho. Nor should it become an alternate "scenic" shortcut to the airport. A national park should benefit the whole nation, not predominantly Teton County.

Topic Question 3:

If Teton County wants to be a good neighbor to GTNP it should set aside land as well as dollars to build a road and pathway outside the Park which mitigate the effect of population pressure.

Topic Question 4:

An entrance station at the north end of the road would ensure that visitors cannot skirt fees to enter GTNP. Also, the safety of wildlife should be paramount here. This is not a county park and if the road needs to temporarily closed to ensure the protection of grizzlies or beavers or any other fauna who make it their home, so be it. We humans have plenty of habitat set aside for us.

Topic Question 5:

Please do not become Jackson's suburban backyard or alternate route to the only commercial airport in a National Park. Remember what you are...a National Park for all Americans and not the playground and cash cow for Teton

County and its residents.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 448**

[REDACTED]

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Number of Signatures: 1	Form Letter: No
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Notes:

Correspondence Text

Topic Question 1:

Its accessible to that area of the park without being too invasive to nature. It is however heavily populated as is which has caused the reduction in wildlife traveling through that area over the years.

Topic Question 2:

The amount of vehicle traffic is the biggest concern and therefore additional construction and disturbance of the natural resources is of even greater concern.

Topic Question 4:

It just needs to be left as is. Of course I would love to see less vehicle traffic but it is what it is at this point. Keeping the current two-lane road as it is now still provides the convenience of travel and still allows the natural resources and wildlife to not be disturbed any further.

Topic Question 5:

A lot of hard work has gone into keeping Grand Teton from becoming grossly overpopulated. So allowing construction projects that will disturb more natural resources and increase traffic goes against hard work of so many great leaders and visionaries who have gone before us. There is plenty of opportunity for people to enjoy the Moose-Wilson corridor as it is today.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 449**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
We most value the wildlife we see along the way, and we love seeing the animals thriving in their natural habitat.

Topic Question 2:
Protecting the land and wildlife from over-development and heavy traffic.

Topic Question 4:
For local traffic, it is a helpful passage as it is now. But building onto the current road would not only disturb wildlife living there now, it would also attract more traffic that would in no way be helpful in preserving the wildlife/ habitat.

Topic Question 5:
For decades now, the struggle between development and protecting nature has brewed on and on. Jackson Hole is one of the few places left in our nation where nature is clearly valued and wildlife is protected. We would like to see it stay that way.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 450**

[REDACTED]

Correspondence Information

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Number of Signatures: 1	Form Letter: No
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Correspondence Text

Topic Question 1:

As the park's scoping newsletter explains so well, the Moose-Wilson corridor contains, in a relatively narrow area, most of Grand Teton National Park's fundamental resources and values. "The Snake River's extensive riparian habitats are closer to the Teton Range in the Moose-Wilson corridor than at any other location in the park, providing an outstanding representation of the park's major natural ecological communities within a relatively limited geographic area." It is here that the public is able to experience extraordinary scenery, geology, flora and fauna and ecological communities, aquatic communities, cultural history and resources, natural soundscapes and acoustic resources. This is one of the most accessible places in the National Park System for experiencing wildlife--bear, moose, birds--and many other park resources and values (e.g., solitude, night-skies, natural sounds) in a breath-taking setting.

Topic Question 2:

The most important issue is helping the park fulfill its planning purpose "to determine how best to provide appropriate opportunities for visitors to use, experience, and enjoy the area while protecting park resources...ensur[ing] the protection of significant national park resources and values." [Emphasis added.]

Grand Teton National Park is one of only 59 "national parks" and 401 total units in the National Park System. The law and policy governing the National Park System must guide the outcome of this planning effort. Fewer than 10 years ago, after a robust public discussion in which CNPSR was deeply engaged, the National Park Service--in Management Policies 2006- - reaffirmed the principles that have long guided the management and protection of the

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

National Park System.

From its very first management policies published in 1918, the new National Park Service announced its "policy...based on three broad principles: First that the national parks must be maintained in absolutely unimpaired form for the use of future generations as well as those of our own time; second, that they are set apart for the use, observation, health, and pleasure of the people; and third, that the national interest must dictate all decisions affecting public or private enterprise in the parks." The policy emphasized that "[e]very activity of the Service is subordinate to the duties imposed upon it to faithfully preserve the parks for posterity in essential their natural state."

This 1918 policy governing national park management was restated even more forcefully in 1924, as follows:

This policy is based on three broad, accepted principles:

First, that the national parks and national monuments must be maintained untouched by the inroad of modern civilization in order that unspoiled bits of native America may be preserved by future generations as well as our own;

Second, that they are set apart for the use, education, health and pleasure of all the people;

Third, that the national interest must take precedence in all decisions affecting public or private enterprise in the parks and monuments.

The duty imposed upon the National Park Service in the organic act creating it to faithfully preserve the parks and monuments for posterity in essentially their natural state is paramount to every other activity.

These basic principles and duties endure, and have made the National Park System the internationally acclaimed idea and achievement that we care so much about. These basic principles and duties are embodied today in Management Policies 2006, which should guide the decision-making on the future of the Moose-Wilson corridor and the preservation of its resources and values.

We draw the park's attention in particular to the heart of Management Policies 2006, section 1.4, which contains the agency's interpretation of its most important governing statutes, the National Park Service Organic Act and General Authorities Act. While all of section 1.4 is relevant, we highlight the critical decision-making principle at section 1.4.3. This section makes clear that NPS has a conservation mandate "independent of the separate prohibition on impairment...[that] applies all the time with respect to all park resources and values, even when there is no risk that any park resources or values may be impaired. NPS managers must always seek ways to avoid, or to minimize to the greatest extent practicable, adverse impacts on park resources and values." Section 1.4.3 also explains that the NPS Organic Act's instruction to "provide for enjoyment" warrants an expansive reading:

The enjoyment that is contemplated by the statute is broad; it is the enjoyment of all the people of the United States and includes enjoyment both by people who visit parks and by those who appreciate them from afar. It also includes deriving benefit (including scientific knowledge) and inspiration from parks, as well as other forms of enjoyment and inspiration.

And Section 1.4.3 states the following critical decision-making principle that may prove highly relevant in planning the future of the Moose-Wilson corridor:

...[W]hen there is a conflict between conserving resources and values and providing for enjoyment of them, conservation is to be predominant.

Many other sections of Management Policies 2006 will provide important guidance to the park in the planning process. Below are some of the obviously relevant sections:

Section 1.4 (Park Management), as noted above (see especially, 1.4.3, 1.4.7)
Section 1.5 (Appropriate Use of the Parks)
Chapter 4 (Natural Resource Management)
Chapter 5 (Cultural Resource Management)
Chapter 6 (Wilderness Use Management)
Chapter 8 (Use of the Parks)
Chapter 9 (Park Facilities)

Topic Question 3:

The future of the Moose-Wilson corridor is a nationally significant issue. This corridor is one of the most sensitive resource areas of Grand Teton National Park, one of our iconic national parks. Resources and values that could be affected unacceptably by additional development in this corridor include flora, fauna, soundscapes, and more. Grizzly bears, black bears, moose, and their habitat, are of real concern. Public safety in such a rich and sensitive wildlife area is also of concern. Effects on proposed and recommended wilderness and on the Laurance S. Rockefeller Preserve must also be taken into account.

Topic Question 4:

The Moose-Wilson corridor is a national treasure showcasing the superlative nature of national park resources and values. The current relatively rustic, low-speed roadway provides a very special visitor experience while limiting the impacts to park resources and values. Any new construction, additional intrusion into currently vegetated areas or wildlife habitat, creation of more infrastructure or hard surface, and other actions that would generate new or greater impacts on park resources and values, raises great concern in this setting, and demands a thoughtful, thorough, informed examination of the need for and impacts of any such actions. If vehicle traffic is a concern, the park must consider all reasonable alternatives (e.g., calming methods, public transit options, routing options) to address the identified problem in order to avoid unacceptable impacts on park resources and values.

Topic Question 5:

The Coalition of National Park Service Retirees (CNPSR) represents nearly 1,000 retirees from the National Park Service who collectively have approximately 30,000 years of national park management experience. CNPSR has determined that Grand Teton National Park's initiation of planning for the future of the Moose-Wilson corridor is precisely the type of issue that warrants our organization's close attention because of its National Park System-wide implications and its ability to raise the public's awareness of the values and purposes of National Park System. We commend Grand Teton National Park ('the park") for undertaking this planning effort, and look forward to engaging further in the public process so that we may continue to help assure the preservation of national park resources and values for this and future generations.

We attach, and incorporate by reference as part of these comments, a "Proposed Guest Shot for Jackson Hole News and Guide." This letter appeared in the newspaper on January 15, 2014.

Voices of Experience - Advocating Protection of America's National Park System

Proposed Guest Shot for Jackson Hole News and Guide

I am writing on behalf of the Coalition of National Park Service Retirees (CNPSR) which represents nearly 1000 members who collectively have some 30,000 years of national park management experience. The Coalition has been

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closely following the progress towards development of a comprehensive management plan for the Moose-Wilson corridor which will look holistically at the future management of this extraordinary area of Grand Teton National Park rather than narrowly at just a single recreational amenity within it.

Recently we have taken note of the flurry of news stories with quotes from elected officials, various letters to the editor, and a recent guest shot in the Jackson Hole News & Guide all advocating for a paved separated pathway for the full length of the Moose-Wilson Corridor inside of Grand Teton National Park. We can understand that the popularity of existing paved pathways in Teton County and in some sections of Grand Teton National Park makes the concept of building new pathways theoretically desirable for many pathway proponents. However, constructing a new pathway inside of Grand Teton National Park should not be done without first evaluating what impacts a new pathway and the attendant uses could have in this highly sensitive portion of the national park. This is even more important in present times since both grizzly and black bears now regularly utilize the vital habitat in this portion of the park and were not a factor when the Grand Teton Transportation Plan was undertaken in 2006 and finalized in 2007.

Our coalition fully supports the planning initiative that Grand Teton National Park is embarking on to analyze the entire Moose-Wilson corridor and develop a comprehensive management plan for its future as required by the National Environmental Policy Act (NEPA). Our organization will carefully review the related planning documents and comment on the plan based on our expertise in managing national parks.

Jackson Hole is widely revered for its unique modern day conservation success story which resulted in the creation of Grand Teton National Park. Historian and author, Robert Righter, eloquently tells this story in his book *Crucible for Conservation, The Struggle for Grand Teton National Park* and reminds all of us how close our country came to not having this magnificent national park. Consequently Jackson has since evolved into a nationally prominent gathering place where the principles of conservation, wilderness and wildlife protection lead the national dialogue.

This is also a place whose history demonstrates that personal sacrifices are sometimes necessary to achieve a greater good for all citizens. Laurance Rockefeller clearly understood this when he made his incredible gift to the American people and donated his beloved JY Ranch within the Moose-Wilson corridor to become a part of Grand Teton National Park. His father, John D. Rockefeller, Jr., through his purchases of valley lands and subsequent donation of these lands to the United States ultimately made the present day Grand Teton National Park a reality.

Grand Teton National Park has become a major asset to the Jackson Hole community, the State of Wyoming and the United States of America. The internationally recognized Teton Range, the incomparable natural and historic resources, and the awe-inspiring wildlife contained in Grand Teton National Park draw approximately 4 million visitors annually. This visitation contributes hundreds of millions of dollars into the local and state economy each year. There are other economic benefits realized by the community simply because it is adjacent to such a world class national park.

We are aware that increased development just south of the park's boundary on the west bank of the Snake River has added to traffic pressures within Teton County. However, increasing traffic pressures in Teton County and localized recreation preferences cannot be allowed to dictate management decisions for a national park which belongs to all Americans. Significant decisions about how to take care of the park, its lands and its wildlife need to be made with careful analysis, deliberation, and the opportunity for public participation provided for and required by the laws governing national parks.

We look forward to participating in the scoping process and other phases of Grand Teton National Park's comprehensive planning initiative for the splendid and irreplaceable Moose-Wilson corridor. We hope the community and elected officials will participate fully in this process. We oppose those who wish to short-circuit the

analytical and public process and thereby risk an outcome that harms Grand Teton National Park's extraordinary resources and the public's ability to be inspired and benefit from them. Together we can find a balanced solution and protect the fragile resources of Grand Teton National Park for this and future generations.

Maureen Finnerty
Chair, Executive Council
Coalition of National Park Service Retirees
www.npsretirees.org

Comments: In this box, we are submitting our comment letter as a whole, with the attachment. Unfortunately, the letterhead and footer (address) will not copy into this box. For this reason, we will follow up with a hard copy by mail.

Executive Council:

- Joan Anzelmo
- Linda Canzanelli
- Don Field
- Maureen Finnerty
- Phil Francis
- Jim Hammett
- Mike Murray
- Cherry Payne
- Ernie Quintana
- Dick Ring
- Molly Ross
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Voices of Experience - Advocating Protection of America's National Park System

COMMENTS ON MOOSE-WILSON CORRIDOR SCOPING

The Coalition of National Park Service Retirees (CNPSR) represents nearly 1,000 retirees from the National Park Service who collectively have approximately 30,000 years of national park management experience. CNPSR has determined that Grand Teton National Park's initiation of planning for the future of the Moose-Wilson corridor is precisely the type of issue that warrants our organization's close attention because of its National Park System-wide implications and its ability to raise the public's awareness of the values and purposes of National Park System. We commend Grand Teton National Park ("the park") for undertaking this planning effort, and look forward to engaging further in the public process so that we may continue to help assure the preservation of national park resources and values for this and future generations.

1. What do you value most about your visits to the Moose-Wilson corridor

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and why?

As the park's scoping newsletter explains so well, the Moose-Wilson corridor contains, in a relatively narrow area, most of Grand Teton National Park's fundamental resources and values. "The Snake River's extensive riparian habitats are closer to the Teton Range in the Moose-Wilson corridor than at any other location in the park, providing an outstanding representation of the park's major natural ecological communities within a relatively limited geographic area." It is here that the public is able to experience extraordinary scenery, geology, flora and fauna and ecological communities, aquatic communities, cultural history and resources, natural soundscapes and acoustic resources. This is one of the most accessible places in the National Park System for experiencing wildlife-bear, moose, birds-and many other park resources and values (e.g., solitude, night-skies, natural sounds) in a breath-taking setting.

2. What do you think are the most important issues affecting the Moose-Wilson corridor? Issues can be concerns, opportunities, or topics needing further discussion.

The most important issue is helping the park fulfill its planning purpose "to determine how best to provide appropriate opportunities for visitors to use, experience, and enjoy the area while protecting park resources...ensur[ing] the protection of significant national park resources and values." [Emphasis added.]

Grand Teton National Park is one of only 59 "national parks" and 401 total units in the National Park System. The law and policy governing the National Park System must guide the outcome of this planning effort. Fewer than 10 years ago, after a robust public discussion in which CNPSR was deeply engaged, the National Park Service-in Management Policies 2006- - reaffirmed the principles that have long guided the management and protection of the National Park System.

From its very first management policies published in 1918, the new National Park Service announced its "policy...based on three broad principles: First that the national parks must be maintained in absolutely unimpaired form for the use of future generations as well as those of our own time; second, that they are set apart for the use, observation, health, and pleasure of the people; and third, that the national interest must dictate all decisions affecting public or private enterprise in the parks." The policy emphasized that "[e]very activity of the Service is subordinate to the duties imposed upon it to faithfully preserve the parks for posterity in essential their natural state."

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and the preservation of its resources and values.

We draw the park's attention in particular to the heart of Management Policies 2006, section 1.4, which contains the agency's interpretation of its most important governing statutes, the National Park Service Organic Act and General Authorities Act. While all of section 1.4 is relevant, we highlight the critical decision-making principle at section 1.4.3. This section makes clear that NPS has a conservation mandate "independent of the separate prohibition on impairment...[that] applies all the time with respect to all park resources and values, even when there is no risk that any park resources or values may be impaired. NPS managers must always seek ways to avoid, or to minimize to the greatest extent practicable, adverse impacts on park resources and values." Section 1.4.3 also explains that the NPS Organic Act's instruction to "provide for enjoyment" warrants an expansive reading:

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Chapter 5 (Cultural Resource Management)
Chapter 6 (Wilderness Use Management)
Chapter 8 (Use of the Parks)
Chapter 9 (Park Facilities)

3. Do you have any comments about the fundamental resources and values for the Moose Wilson corridor as described in the newsletter?

The future of the Moose-Wilson corridor is a nationally significant issue. This corridor is one of the most sensitive resource areas of Grand Teton National Park, one of our iconic national parks. Resources and values that could be affected unacceptably by additional development in this corridor include flora, fauna, soundscapes, and more. Grizzly bears, black bears, moose, and their habitat, are of real concern. Public safety in such a rich and sensitive wildlife area is also of concern. Effects on proposed and recommended wilderness and on the Laurance S. Rockefeller Preserve must also be taken into account.

4. What aspects of the Moose-Wilson corridor do you hope will continue into the future? What changes would you like to be made in the corridor for the future?

The Moose-Wilson corridor is a national treasure showcasing the superlative nature of national park resources and values. The current relatively rustic, low-speed roadway provides a very special visitor experience while limiting the impacts to park resources and values. Any new construction, additional intrusion into currently vegetated areas or

wildlife habitat, creation of more infrastructure or hard surface, and other actions that would generate new or greater impacts on park resources and values, raises great concern in this setting, and demands a thoughtful, thorough, informed examination of the need for and impacts of any such actions. If vehicle traffic is a concern, the park must consider all reasonable alternatives (e.g., calming methods, public transit options, routing options) to address the identified problem in order to avoid unacceptable impacts on park resources and values.

5. What other comments or suggestions do you have?

We attach, and incorporate by reference as part of these comments, a "Proposed Guest Shot for Jackson Hole News and Guide." This letter appeared in the newspaper on January 15, 2014.

Executive Council:

- Joan Anzelmo
- Linda Canzanelli
- Don Field
- Maureen Finnerty
- Phil Francis
- Jim Hammett
- Mike Murray
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Voices of Experience - Advocating Protection of America's National Park System

Proposed Guest Shot for Jackson Hole News and Guide

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Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Our coalition fully supports the planning initiative that Grand Teton National Park is embarking on to analyze the entire Moose-Wilson corridor and develop a comprehensive management plan for its future as required by the National Environmental Policy Act (NEPA). Our organization will carefully review the related planning documents and comment on the plan based on our expertise in managing national parks.

Jackson Hole is widely revered for its unique modern day conservation success story which resulted in the creation of Grand Teton National Park. Historian and author, Robert Righter, eloquently tells this story in his book *Crucible for Conservation, The Struggle for Grand Teton National Park* and reminds all of us how close our country came to not having this magnificent national park. Consequently Jackson has since evolved into a nationally prominent gathering place where the principles of conservation, wilderness and wildlife protection lead the national dialogue.

This is also a place whose history demonstrates that personal sacrifices are sometimes necessary to achieve a greater good for all citizens. Laurance Rockefeller clearly understood this when he made his incredible gift to the American people and donated his beloved JY Ranch within the Moose-Wilson corridor to become a part of Grand Teton National Park. His father, John D. Rockefeller, Jr., through his purchases of valley lands and subsequent donation of these lands to the United States ultimately made the present day Grand Teton National Park a reality.

Grand Teton National Park has become a major asset to the Jackson Hole community, the State of Wyoming and the United States of America. The internationally recognized Teton Range, the incomparable natural and historic resources, and the awe-inspiring wildlife contained in Grand Teton National Park draw approximately 4 million visitors annually. This visitation contributes hundreds of millions of dollars into the local and state economy each year. There are other economic benefits realized by the community simply because it is adjacent to such a world class national park.

We are aware that increased development just south of the park's boundary on the west bank of the Snake River has added to traffic pressures within Teton County. However, increasing traffic pressures in Teton County and localized recreation preferences cannot be allowed to dictate management decisions for a national park which belongs to all Americans. Significant decisions about how to take care of the park, its lands and its wildlife need to be made with careful analysis, deliberation, and the opportunity for public participation provided for and required by the laws governing national parks.

We look forward to participating in the scoping process and other phases of Grand Teton National Park's comprehensive planning initiative for the splendid and irreplaceable Moose-Wilson corridor. We hope the community and elected officials will participate fully in this process. We oppose those who wish to short-circuit the analytical and public process and thereby risk an outcome that harms Grand Teton National Park's extraordinary resources and the public's ability to be inspired and benefit from them. Together we can find a balanced solution and protect the fragile resources of Grand Teton National Park for this and future generations.

Maureen Finnerty
Chair, Executive Council
Coalition of National Park Service Retirees
www.npsretirees.org

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 451**

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Quieter area of the park with slow traffic speeds. Beautiful!

Topic Question 2:
Congestion, traffic, unsafe access for pedestrians/bicyclists, lots of wildlife with no good place for the public to pull off the road for viewing.

- The pathway approved from the Granite Entrance north to the Laurance Rockefeller Preserve should be completed the entire length of the Moose Wilson Road so that cyclist, hikers, wheelchair users, and vehicles are not in conflict
- A pathway addition does not mean developing or improving the road, it simply means that bike and pedestrian use that is already happening will be safe
- Smartly planned pullouts for wildlife viewing should be added that allow visitors to walk along the pathway and watch wildlife outside of their cars

Topic Question 4:
I would like to see Moose-Wilson remain a quiet road. However, at a minimum, it needs to have safer places for cars to pull off the road. Nowhere to stop does not keep people from stopping. The parked cars combined with moving cars, pedestrians, photographers and bicyclists is a dangerous combination.

Topic Question 5:
- Preserve the opportunity to have the pathway a unique, non-motorized way to visit the park. Ultimately, this is incredibly environmentally sound.

Comments: The park service has stated that it seeks a way to meet its dual challenge of accommodating recreation Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

without permanently impairing natural values. As a lead guide for an active travel company that operates in the area, I know firsthand how important it is to have pathways to bike and hike on, safe from vehicle traffic. I also understand the benefits to the environment of exploring an area by bike or on foot. Providing connecting pathways through GTNP will allow more people to safely explore the park in a manner which supports the parks values and goals, protects the surrounding environment, and keeps park visitors safe - visitors both inside and outside of vehicles.

I believe that a continuous pathway connecting the parks South Entrance to Moose is necessary for all park visitors, as well as local residents. I support keeping the Moose-Wilson Road a slow, rural experience while providing safety for all who wish to experience the park by bike, foot, wheelchair, vehicle, or motorcycle. The Moose Wilson Corridor Comprehensive Management Plan must include a complete pathway to achieve this in order to protect park resources and manage potential increases in traffic volume in the future. Leaving a 2 mile gap in the pathway through this corridor will put those traveling this route at risk and would be an incredibly shortsighted view as park service builds their management plan. Please prioritize public safety and add a complete pathway.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 452**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Minimally impaired habitat.

Topic Question 2:
Protection of habitat and wildlife is the MOST important issue. Inappropriate use as a throughway. Solicitation of increased recreational activities. Massive disturbance by proposed expansion of infrastructure resulting in negative impact on wildlife and habitat. Safety-both of public and wildlife. Loss of the authority of the National Park Service to make decisions based on preservation and not as a response to political and single interest pressure.

Topic Question 3:
Every listed value must be established and protected as the cornerstone effective preservation.

Topic Question 4:
The integrity of the resource will be reduced by further development and the mission of the National Park Service will be compromised.

Comments: The Cougar Fund is a national organization that is based in Jackson WY. We are dedicated to the protection of mountain lions and other large carnivores.
We believe that our mission shares significant common ground with the National Park Service, whose legal mandate, first and foremost, requires protection and preservation of natural resources.
The Moose-Wilson corridor is a magnificent example of a resource in need of preservation and protection.
Grand Teton National Park is not only a popular destination where visitors and locals alike, can enjoy the pristine environment, but also a haven for numerous species, which depend on minimal impact to their habitat.

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Recent years have seen only a gradual increase in visitation, yet infrastructure development has increased exponentially within the Park. This development can be largely attributed to two factors: 1) The need for updated and expanded visitor facilities to meet visitor needs; and 2) political pressures that represent local interests for an extensive pathway system. This uptick in development is evident in the construction of the Craig Thomas Discovery Center, the upgraded administrative building, the planned Jenny Lake Restoration Project, and also in the extensive pathway, which originates in the town of Jackson and runs all the way to Jenny Lake. The pathway is "popular" according to a 2011 Science & Resource Management report, but usage does not appear to have increased measurably over the three-year study. The results of biological assessments were inconclusive as to whether species were significantly impacted by the pathway construction through this predominantly open, sagebrush habitat. However, anecdotal evidence suggests that changes have occurred.

The Cougar Fund has grave concern about the deleterious effects of expanding the transit infrastructure within the Moose-Wilson corridor.

Grizzly bears are increasing their range throughout the ecosystem and the Moose-Wilson corridor has become a predictable and indispensable destination for them when searching for food in late summer and fall. The rich vegetative food sources are especially necessary for sows as they seek to avoid competing with boars for forage. Moose, especially those with young, regularly frequent the riparian areas alongside the existing roadway, enjoying the aquatic vegetation so vital to their diets.

Habitat loss and fragmentation are among the greatest threats to large carnivores and Grand Teton National Park is certainly not an appropriate place for deliberate and avoidable habitat loss and fragmentation.

Management of the Moose Wilson corridor is a prime opportunity for the National Park Service to commit to its own mandate, where the protection of the wildlife and the habitat must be held higher than any other interest.

Please take this opportunity to resist the political pressure that promotes deliberate and avoidable development. Using the authority that the National Park Service already has to preserve and protect is the right thing to do.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 453**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

When I travel on the Moose-Wilson road I love the incredible feeling of wilderness that is there. I like the narrow road, you have to drive slowly and there is always wildlife.

Topic Question 2:

The impact that the traffic has on wildlife. The fact that the road is used for commuting but that is not what it is meant for. How do we manage the numbers of people who are enjoying the park and the its wildlife without damaging the ability of the wildlife to live their life.

Topic Question 4:

I would hope it remains gravel for the beginning of the road. I hope it remains narrow, I hope it remains winding. I also think the putting in a bike path along the road, even if it is move further east is the wrong this to do. That would be just creating issues with people and wildlife that are unnecessary. The existing bike paths in the park serve the biking public quite well without too much impact on wildlife. But the MW road DOES NOT need any further impact on the vegetation or wildlife. This area of the park is so special we need to keep it as wild as we can. Once you add more pavement whether a road and/or bike path you are telling the visiting public that they don't have to worry about grizzly bears or other predators. There is a false sense of safety once you pave.....I am worried for the grizzly and black bears. They need our help to survive. Adding more pavement does not serve our wildlife.

Topic Question 5:

Keep the Moose Wilson road wild. We do not need any more bike paths in the park.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 454**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The Teton Mtn Range and valley floor.

Topic Question 2:
While every year I buy another pass to visit my national parks others in America are less fortunate and are barred access to what has been declRed there's simply because they cannot afford another expense. Now realistically think about it. Whoever is reading this and all of their coworkers probably have free access to the Park and take visitation for granted. At least allow people who "own but can't afford at least this tiny sliver of theirs to enjoy. Keep at least a tiny smidgen free for them. I'd also like to biggest that a little less promotion of people in motor vehicles and a little encouragement of human powered transport and recreation. It is absolutely undeniable that it is much cheaper to visit the Park in a car than on foot. This is in direct concoct with the NPS stated mission.

Topic Question 3:
No. I believe minds are already made up.

Topic Question 4:
I would like to see the slow one lane dirt road continue and I'd like to see a bike path although I doubt I'd ever use it. If we had a bike path the 15 year old girl(I forget her name) hit by the van in the nineties might still be alive.

Topic Question 5:
It saddens me that there are people because of their financial situation are denied access to their Park. I think the gate at Teton Village should be removed immediately or else all NPS literature that insinuates the Parks are public be removed because it's wrong. I think a strong effort should be made to replace the automotive love affair with

something more appropriate.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 455**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

I like that the road has not been expanded, modified, straightened, and that it maintains a low profile along the hill side and is not out in the middle of the flats. I enjoy the water views, and the close proximity allowed to the wetlands along the east side of the road.

No where else in the park is it so easy to view wildlife.

Topic Question 2:

The wildlife in the area. If the road is moved, straightened, widened, regardless of the posted speed limit, the mortality rate will increase. This area sees a huge population of elk and moose crossing the road daily, and it's present size and configuration enforce a healthy caution on motorists.

Topic Question 4:

The construction of the entry gate at the Teton Village end of the road seems to have legitimized the road as an official entry point. I believe this was a mistake. I'd like to see that not continue into the future.

If the road is to be rebuilt and relocated, and I am not in favor of this, the park should make every effort to build into the design of the road all of the limiters to reckless driving inherent in the existing road. A winding road with narrow lanes is much more effective in controlling behavior than a low posted speed limit on a straight wide road.

Topic Question 5:

My comments have focused on the road, and I think that's the primary issue. I'd suggest too that the roads present location also diminishes the roads visible impact from viewpoints in the Teton Range. Moving the road away from the hillside and out into the sagebrush flats will increase the visual impact when looking at the valley floor from

above.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 456**



Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The Moose/Wilson corridor provides an opportunity to observe rich, varied habitat and the animals that utilize it. The existing road has not totally disrupted or fragmented an area that still allows people to view seasonal and annual cycles for flora and fauna. It also provides access to trails that lead deeper into remote lands to the west.

Topic Question 2:
any study of this area should include:
1)impacts on habitat and wildlife for any proposed changes of the existing road or additions to the travel opportunities.
2)the potential harm to visitors if moving through the corridor exposed to wildlife encounters.
3)improvement of habitat by eliminating or relocating existing roads.
4)perceived responsibility of the park to address county transportation concerns.
5)address seasonal variation on visitors and wildlife use of the corridor.

Topic Question 3:
I feel deeply that this corridor should not be co-opted by the county or bicyclists for uses that are counter to the purpose of the park to manage for the resources there. As an area that straddles multiple ecosystems, it should not be stressed by increasing traffic.

Topic Question 4:
I would like to see the very rural, unimproved nature of the existing road remain. I believe this not only increases the opportunity to view wildlife behaving in their habitat instead of moving through it, but makes the experience a more natural encounter.

Topic Question 5:

The relocation of the northern section of this road further to the east is long overdue. The existing road should then be rehabilitated to enhance that riparian/wetland area. Moving the northern end of the road to within the park fee area would also eliminate (hopefully) those wanting to use the corridor as a shortcut to Teton Village or to areas north.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 457**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

It is a road that visitors can go and see animals in their natural habitat. The road winds enough that cars can't go that fast and why would they? There is such beauty around every bend that 10 miles an hour seems too fast. It is a special spot-Where else can one see beavers swimming around and building their dams, moose with their young in the ponds, bears in hawthorn trees, ect. Yes, maybe one could see those things on other roads in the park, but not like on the Moose-Wilson corridor. Because the road and ponds allows visitors to safely observe from their car closer than many of them have or will ever be to a wild animal, it gives visitors a greater appreciation for the animals habits, a thirst to learn more about them. As a guide I know when visitors see animals up close they start asking a ton of questions. It is a safe haven for wildlife and adding bike paths will just add more traffic. Bikes scare the wildlife and would also effect people trying escape the noise to go for peaceful, beautiful, and serene hikes and horseback rides.-There are plenty of other places in the park where bikers can ride their bikes. Let the animals keep their safe haven, and the people enjoy a little slice a of heaven on the tiny winding Moose-Wilson Corridor.

Topic Question 2:

I think that a huge concern is the possibility of taking away from the 10,300 acres of the southwest corner of the park. Isn't the purpose of a park to keep nature as is? The wildlife and nature are sharing the little land we decided to preserve and put aside for them and us to use for our outdoor activities, why take more? The park is a treasure. Unique from any other place. So much of this world has concrete covering it's beauty, we do not need more. It's greedy to just keep taking and taking. In my opinion the most important job of the park is preserve and put nature first, not take away from it. We need to defend the park because it cannot defend itself.

Topic Question 3:

If we keep taking and taking soon we will be looking at maps of how many acres the park used to have and how

many we have taken away. I implore you to stop. The park does not need fancy attractions, it is the attraction! The best thing I ever did was explore as a child and I keep on exploring, being awed and amazed by each new adventure as an adult. The best memories I have are the peace and quiet, an escape from such a materialistic and industrialized world. When visiting a city, all you see are kids glued to the tv, ipads, ect. After living in a huge city and making the suggestion to friends..lets drive an hour or more to hike, their response...I am NOT a nature person. The reason I believe this to be so is because they have spent their whole life in the city and don't know any other kind of life because their parents and their parents parents never gave them that wonderful outdoor experience. They don't know better and because they don't and their children probably won't..who will protect the park in years to come? Give them the opportunity to become a nature person-see what needs to be protected, appreciate it, and fall in love with it like every visitor does so it can be protected in years to come. Don't give in to the current public want.

Topic Question 4:

I think it should be kept as is as much as possible. Make small changes to help visitors stop and look at the wildlife without blocking people who are trying to get somewhere. Signs and turnouts could be just as effective without chopping down a bunch of trees, spending unnecessary money, and most importantly affecting the wildlife's habitat that we are trying to protect.

Topic Question 5:

My suggestion would be to look at the longevity of any park plan. Will it be something that will have a positive effect on wildlife/nature and visitors for years and years? Or will it be something that is exciting and new for a Summer and then after awhile only gets limited use. The money that could have gone elsewhere would be wasted and all those trees torn down for no reason. I do not know what studies have been done, but take a look at some of the bike paths that have been built...is it really worth the money to add another one when the ones we have aren't even jam packed with bikers? I actually would be concerned for visitors biking or even walking along the Moose-Wilson Road. I had a friend who was riding her bike and chased by a bear for 2 miles down that road. The wildlife are not used to it nor should they be-it's their spot!

Comments: The horseback riding community is very enthusiastic and respectful to the park. Especially the dude ranch that clears trails at no expense to the park and effectively guides rides through the park teaching their guests about all the wonderful things the park has to offer and the importance of respecting the wildlife. There are a lot of ranches and guides that love the park just as much as park employees. By working as a team we can help visitors fall in love with Grand Teton National Park, but we(guides) won't be able to do so if park plans scare away wildlife, cut back on the number of horse trails, etc. The more information people have the safer they will be and walk away feeling they to are responsible to project such a treasure.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 458**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
I most value the rustic road and its proximity to the beautiful and raw natural scenery. To me, it is a perfect example of the type of management that should be performed in the spirit of the national parks program's founding objectives, to preserve the land in its natural state.

Topic Question 2:
Stopping of human intervention and development in the park is a big concern for me.

Topic Question 4:
I hope that the road and facilities will remain as they are. I would like to see some minor changes made to the road to prevent the hindering of transportation caused by tourism and vice versa. For example, add more places to stop and pull of the road.

Topic Question 5:
Please don't build a bike path...or take away more horse trails.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 459**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

Quite, wildlife viewing, slow traffic, managed levels of visitation at LSR, scenery, trailhead access, cross country skiing, bicycling, and hiking.

This corridor represents the values that are at the heart of what keeps this community whole, be it the native, long-term resident, more recent resident, frequent repeat visitor, or first time visitor! These values are at the core of our environmental, social, and economic communities.

Topic Question 2:

As GTNP move forward with the review of the future of this quarter of the park, I would hope that the following management components are considered:

- The road closed to through traffic at LSR. Pedestrians, bicycles, administration and emergency vehicles could pass through. Park concession shuttles could come from each end with transfers at LSR and could provide access between the various access points along the corridor.
- Use thresholds established for motorized and non-motorized use levels based on peer reviewed traffic models of both the park road system and, most importantly, the adjoining transportation corridors serving our Teton County private lands. The GTNP planning effort should be primarily focused at projected levels, and patterns, of future use. While review of historic levels or patterns of use maybe useful, they should not be a focus of future management plans.
- Consider permitting of, and allowing, a limited number of vehicles per day. Not unlike the current management of LSR by limiting the number of vehicles in the parking area.
- An active management plan in place that can close, or reduce, vehicle, pedestrian and bicycle traffic during times of sensitive, or risky, Grizzly Bear or other wildlife activity (a provided park concession shuttle could be used to bypass closed areas).

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- Closing the road to motorized vehicles with access provided throughout the corridor via park concession shuttles, not unlike other National Park units. I firmly believe that a consideration of shuttles on this corridor does not have to be part of a larger park system, a smaller pilot program makes sense.
- Review of accommodations of safe non-motorized use that takes into account sharing the existing development corridor along with significant efforts to reduce and control motorized numbers to a level that they are a limited threat to pedestrian or bicycle users.
- Many of the above management points could be established for periods of time during the busy months of the year in order to keep traffic counts below appropriate thresholds. Management levels could be adjusted during less busy times of the year.
- Having a tiered management seasonal traffic management scenario could provide additional visitation opportunities not unlike the current month of non-motorized use of the inner park road during the spring.

Topic Question 3:

While the presented fundamentals of resources and values include an appropriate range of issues, I feel strongly that there should be recognition that preservation and protection should be considered at a higher level than access and provision of recreational, educational and scientific opportunities. By design and by happenstance, this sector of GTNP has historically represented a reasonable balance of the core values and opportunities of access. But, I believe that we are at a tipping point where the opportunities for access run the risk of damaging the very core values that visitors are expecting to experience and certainly impacting these core values in ways that would give great pause to those visionaries that are responsible for the creation of GTNP. I fear we, as stewards of this incredible place, run the risk of failing the trust and confidence placed on our shoulders by those visionaries such as the Rockefellers and Muries.

An issue has come up in these public comment discussions of which I am very fearful of - a notion that this corridor somehow should be managed to mitigate or meet traffic demands of Teton County residents, our economy, and/or our adjoining private lands. This has gone as far as some suggestions or hints that it should actually be a Teton County road. There could be no more damaging single management direction than recognizing this notion! The days of Menor's Ferry, and the subsequent bridge, when this corridor represented a significant part of the County's core road system are long past. To suggest, or hint, otherwise brings to mind the arguments of Garfield County Utah over management and control of the Burr Trail which is located on several units of Federal land in southern Utah. This long simmering question has been in question with varying intensities since at least the 1970s. Many of the Teton County conservation community have long been concerned about these arguments and it would be incredibly disingenuous of our larger community to take such stands today that are similar those taken by Garfield County.

On this corridor, GTNP, and the Park Service in general, an overwhelming concern is the creeping influence of special interests that are pushing on individual issues without complete acknowledgment and respect of the core values represented by our national parks. While I have no problem with, and support, many of the overall goals of some of these special interests there is real risk on the ground to values that are imbedded in GTNP.

While the current slow two way traffic is valued by many, future planning should be based on what happens as traffic levels continue to grow as they have in the past. Keeping the current patterns is unlikely to produce a level of protection that GTNP deserves and requires.

Topic Question 4:

Above all, I hope that the management of this corridor will be focused around the values imbedded in GTNP and not on demands driven by the adjoining private lands.

Topic Question 5:

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I appreciate the opportunity to comment and look forward to a planning effort that is focused on the National Park values represented by Grand Teton National Park. I trust that GTNP will be able resist the political and economic pressures to accommodate increases in non-park related uses.

I hope that our community will speak with a passionate voice that will support the efforts to protect the Park values that are at the core of our environmental, social, and economic communities.

Comments:

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Correspondence: 460**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

If you go to one way, make it two way to Granite from the south and Death Canyon from the north. The one way if it happens should go South to North. Still no motor homes or trailers.

Separate the bike and people path from the auto route. Suggest no pets even on leash on the people path.

The entrance station at the south should be eliminated. You already spent \$1.2M on this and will never make an economic justification for a manned station. If you are worried about people poaching access to the park, invent some kind of vehicle pass that could be displayed.

This whole corridor is about wildlife viewing and backcountry access. Don't screw this up. No pavement or significant road improvements.

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Correspondence: 461**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The ability to slow down and take in the incredible natural and cultural resources within the corridor. That difference between most folks' daily lives is the magic of the area.

Topic Question 2:

Wildlife and automobile interactions that usually do not favor the wildlife. A potential higher speed (posted limits will not dissuade many motorists from driving in a manner not safe for free ranging wildlife) will have negative impacts on wildlife in the face of already dismal statistics where thousands of animals have been killed and injured.

Topic Question 3:

The National Parks that we all own as Americans and that serve as the economic engine for the region cannot survive if they are chopped up into smaller and smaller pieces to accommodate faster options to fly through them to yet another location down the road. President Teddy Roosevelt said it best about the Grand Canyon - leave it alone, you cannot improve on it! The strict mission of the National Park Service is to conserve these parks unimpaired for future generations including those yet born rather than offer some "improved" transport to move them through the park and surrounding area quicker so they don't see it at all.

Topic Question 4:

Leave it as is!

Comments: Our National Parks have survived to offer spiritual renewal for generations of tired Americans who slow down enough to breath in the spectacular resources that are before them. Moving them faster through this incredible resource or pressuring them into increasing speeds thanks to some tail gather who just wants to get to dinner quicker does not favor the park or the general area where visitors come to re-energize. Leave it alone, you cannot improve

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on it.

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Correspondence: 462**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The wildlife, the sameness, of 50 plus years. The wildlife is #1. All survey's list Wildlife as the #1 reason for or against development. The vegetation, the quaintness, all the reasons that our visitors come to drive this road. It is old, beautiful, and protected. The wildlife, be it a bird, a bear or a butterfly. It is beautiful.

Topic Question 2:
The road has become the advertising as gateway for TETON VILLAGE. It's location is it's demise.

I feel that the Moose Wilson Corridor has become the blood line for Teton Village, and the Pathways to TOUT Jackson Hole. I do not feel that these wants and desires are warranted. This is one of the most beautiful sacred corridors in this country, I do NOT feel it deserves the environmental destruction of a pathway. If a pathway is warranted, then it should consume half the road, which then should be one way. Preferable would be north. I feel that the wildlife and habitat is far more valuable to our economy than a pathway and or road that is open maybe a total of 5 months a year.

Topic Question 3:
My values are old, and the change does not warrant the environmental destruction that the pathways have proved time and again to be

Topic Question 4:
The Moose Wilson road should remain as it is, and possibly be closed much more often than it is. I find the Moose-wilson corridor to be over used, and loved to death. I think it would be fantastic for all if it where totally closed to only foot, horse, or pathway, on the existing road. I do not feel that the pathways, and business people should have it all, IE, driving both directions, pathways etc. The impact is not justified. It is UGLY

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Topic Question 5:

The Moose-Wilson road has existed as is for my life time, it is sensitive, beautiful, and very environmentally challenged.

I do not feel that we owe it growth. I do not find any part of what Teton County, Town of Jackson, Teton Village businesses', homeowners or pathways supporters want in lines with Your job as "Preservation and Conservation of the corridor for Future Generations" in this proposal from the Pathways etc.

I think if you want to be fair, and accommodate all the citizens in some fashion, you should designate the road as one way

and half a lane is for cars, and the other half is for bikes and or pedestrians.

YOU HAVE GIVEN THIS COMMUNITY AN AIRPORT IN A NATIONAL PARK. THAT IS ENOUGH. If you give more, the community will want more. BE STRONG, BE TOUGH SKINNED, PROTECT A BEAUTIFUL PLACE, SAY "NO NO NO"

Comments: I do not feel that you, the National Park should feel bullied by the pathways or elected officials, business's or the seasonal bikers in Teton County allow this road to be decimated. Thank God for the Bear, and I hope you hear those of us who like the road just fine, as is, closed more than open. I do not find any reason to mutilate it and tear it to pieces, so that a few can ride their bikes in a loop half or less than 5 months a year. You have provided guests and residents with a perfectly fine bike path into and around the park. There is a point that says enough is enough. If someone can prove to the NON-Pro Tear Up Moose Wilson Road people that their pathways are environmentally appealing to non bikers, guests, and most of all WILDLIFE<

I might listen.

I hope all of the folks that have a say in this process have driven by the "Pathway" on the north west side of Broadway" in Jackson City Limits, I Personally can not imagine that all the environmentalist that I thought were real: would allow this to happen on the Moose Wilson Road. It is a good demonstration, of "people are all about Habitat and Wildlife and conservation, until it gets in the way of their Bike Ride" and then all bets are on, and all ruination is fine, as long as I have a loop. REALLY?

PLEASE SAY NO TO THE PATHYWAY/re-route ON THE MOOSE WILSON ROAD. Please do not let "MONEY" drive this bus

This is the most self serving project I have witnessed, and I am personally appalled and very disappointed in anyone that has the gaul to do this to the Moose Wilson Road.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 463**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
Beautiful peaceful access to the Park

Topic Question 2:
Traffic can be tricky on this road. If the road could be widened slightly, paved, and center line painted, I think that would help a lot. It would be wonderful to have a separate safe bike path, which could be closed if there were significant bear or other wildlife activity.

A good shuttle bus serving all the trailheads could be a good alternative, too, along with bike path. I have seen how nice that service is in Zion NP. You would need good parking areas at main pick up points.

Topic Question 5:
Any chance of improving the road to Death Canyon trailhead? That would be nice, or having shuttle service there.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 464**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The abundant species of Birds and Wildlife, in an unspoiled, natural environment. There are both Black and Grizzly Bear, Antelope, Deer, Elk, Moose, Beaver, Mountain Lion, Wolf, Marmot, and many smaller, but just as important animals. There are Eagles, Hawks, Ospreys, Owls, Herons, Cranes, Ducks, Geese, Swans, and many smaller species. These are all present, because of minimal human presence.

Topic Question 2:
The most important issues, should be preserving this pristine environment, and the preservation of the wildlife. People, have many other areas, where they can recreate, areas, that have already seen development.

Topic Question 3:
I believe, that the corridor, should remain mostly, undeveloped, and should not be considered, as a part of any, major transportation plan.

Topic Question 4:
Keep the road, pretty much as it is. Keep it windy, and narrow, restrict it from the large R.V's, and trailers, and possibly bicycles. A few more turnouts, should be added, to alleviate traffic jams. Set a speed limit, very low, and strictly enforce it. Also, strictly enforce food, and animal, distance regulations.

Topic Question 5:
To put a pathway, through the north end of the corridor, would be disastrous. Human, animal conflicts, would be hazardous to both humans, and animals. I'm afraid, that people, and animals, will be killed, or seriously injured.

Comments: I am opposed, to any pathway through this area. It may be feasible to have a pathway, from Teton Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Village, to the Rockefeller Preserve, but it should not continue, any farther north. This prime, wildlife habitat, should not be altered, or developed, at the expense of the wildlife. There is a beautiful new pathway, from Teton Village, to Jackson (new multi-million dollar bridge, soon to be completed), to Moose, and on to Jenny Lake. This pathway offers nearly 40 miles of safe travel, for bikers, and hikers beneath the pristine, Grand Teton Range. There is no reason to endanger the lives of people, animals, and habitat, for 5 or 6 miles of pathway. We the people, have already taken away a large portion, of the wildlife habitat in this valley. I would hope, we can sacrifice, such a small area of land, for the future generations, to enjoy the wildlife.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 465**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
Wildlife viewing. Seeing wildlife is one of the chief reasons we bought a condo in Jackson.

Topic Question 2:
Bike path. I am not in favor of widening the corridor to create a bike path.
Corridor improvement. I am not in favor of improving the corridor. Leaving it like it is discourages use as a short cut to and from the village..

Topic Question 4:
Leave it as or reduce traffic.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 466**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:

Without doubt the Moose-Wilson corridor should be preserved at all costs..there are few places left in the valley that provide the peace and tranquility of that beautiful rural road..be it on a winter day for cross country skiing or meandering in the summer to capture the feeling of old Jackson

Topic Question 2:

Please consider the impact that cars have on the preservation of the wildlife corridor..who ever is making the decision on the future of the corridor should realize the road is truly one the the last best places to experience the splendor of nature and all it wonders on that amazing "back road"

Topic Question 4:

Protect the integrity of the "back road" aspect of the Moose-Wilson corridor..let people hike, walk, bicycle and cross country ski..limit automobile use and protect one of the last best bastians of natural wonder in the valley..

Topic Question 5:

On one amazing Fall day in the early 1990's my family & I had the rare opportunity to see at least 40 elk migrating from a ridge above the road going toward the Snake River near the old Rockefeller property...the road was meant for occasional auto use.. not for a steady stream of cars spewing exhaust on a beautiful summer day..

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 467**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
the rural wooded character of the road

Topic Question 2:
overuse of the road by humans with too many people and vehicles

Topic Question 3:
The values should be as the Rockefellers intended, a slow dirt road and an uspoiled park

Topic Question 4:
I would like the road to remain unpaved and uncommercialized. I do not want a bike path that will soon be overcrowded with people. The continuing destruction of GTNP needs to be slowed down or stopped.

Topic Question 5:
I am very concerned that the moose wilson corridor with be over developed and get way too much use, too many people already use it for business travel. Too many wildlife watching businesses use the road and if a pathway is built it will get even worse. The rural nature of the road is what makes it special having it overrun with bicycles on a pathway will ruin this specialness.

Comments: In the event a pathway is forced thru by the FoP people it should be a dirt path.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 468**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The ability to glide thru amazing country/incredible mountain terrain on a simple, rugged, gravel road.

Access to great hiking and skiing.

Seeing critters in the (near) wild....one of the few spots in the Lower 48 that has easy road access.

Topic Question 2:
Keeping it as wild as possible. Asphalt is not in line with keeping it wild.

Topic Question 3:
The words describing said topics are spot on.

Topic Question 4:
Keep the access the same. Keep the road as is. Reassess the situation if traffic volumes increase 25% from the peak values today and/or when a critter/human interaction in the corridor ends badly.

Topic Question 5:
In a perfect world close the road to vehicle traffic. Let folks walk the Valley Trail and bike/hike on the gravel road.

WWJDD? What would John D (Rockefeller) do?

Comments:

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Correspondence: 469**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The abundance and intimate viewing opportunities afforded for a large variety of wildlife species. Traveling through diverse habitat along a narrow roadway where vehicles are moving slowly and wildlife viewing can be a relaxing experience without the distraction of fast moving vehicles zooming by.

Topic Question 2:

1. Safety should be the primary concern on the Moose-Wilson Road. Both the safety and well being of the wildlife species that make this corridor their home and the people that visit or travel the corridor to recreate, view wildlife or pass through to another part of the park. The wildlife was hear first and it is up to us to make sure we respect the needs of these animals when visiting their home. Any change to the Moose-Wilson Road should be done in a way that does not negatively impact the wildlife or the people looking to view them safely. Traffic should be kept in check, road size and speed limits should not increase and bike paths should not be placed in habitat where it conflicts directly with wildlife and could cause injury to adult riders or small children. Especially unsuspecting visitors who may be riding in prime black bear and grizzly bear habitat.

Topic Question 3:

It is a very diverse wildlife area and I feel the protection of the wildlife resource and habitat should come above all else. It is prime habitat inside a national park and the natural resources should be valued above all other activities such as road widening and bike paths.

Topic Question 4:

The intimate nature of the road and the abundant wildlife viewing opportunities it affords.

Topic Question 5:

1. Put wildlife and safety first.
2. Make the current road one way (northbound only) from Teton Village to the Rockefeller Preserve to cut down on traffic.
3. Do not wind the existing road or open it to RV traffic.
4. If adding a bike path do not let it extend past the Rockefeller Preserve. There are plenty of existing pathways to recreate on, including the one from town to Jenny Lake. In my own observations, approaching bicyclists scare wildlife and effect their behavior more than slow moving vehicles, pushing wildlife away from road or pathways. I would also hate to see grizzly bear cyclist encounters along the corridor. I feel that is an unsafe and irresponsible possibility if a bike path is put on the north section of the road.
5. I also want to express that I feel the NPS should have full and ample time to perform the scoping process to explore all possible options and impacts before moving forward with any recommendations on the Moose-Wilson Road.

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 470**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:
The quality of intimacy with the trees, bushes, ponds and wildlife.

Topic Question 2:
I hate to see any changes because anything would alter the current condition of that corridor.

Topic Question 4:
I would very much like to see FEW CHANGES on this corridor. No new pavement. No pathway. I would like to see pullouts restored to the way they were about 5 years ago.

Topic Question 5:
Save our tax dollars. No changes. DON'T let Agenda 21 build more pathways here!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 471**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

The Moose-Wilson Corridor is an area of extraordinarily rich resource values. The diversity of habitat and the wildlife that lives or passes through makes this a place worthy of the highest level of protection within the Park. The rural nature of the road, winding, narrow and only partly paved, is of a scale that allows people the opportunity to truly connect with nature in a way that is quite unique within the Park. Experiencing the wildlife, the scenery, the changes in the seasons , the feeling of being immersed in the place rather all make this an outstanding location and a place which visitors from all over the country and abroad obviously value greatly.

When the road is closed, as it is for at least half the year, and the traffic is absent, one can really experience the Place and actually hear the sounds of the natural environment.: birds, elk , the wind in the trees, the river, the creek: all the things that are impacted by the constant drone of the traffic when the road is open.

Topic Question 2:

Most important concerns: the steady increase in vehicular traffic has very negative impact on wildlife of the area and on the visitor experience. I amazed that there are any squirrels left along the road corridor given the number of fatalities on a daily basis during the summer! If the road is "improved" and vehicles are then able to drive faster - as they will do, the fatalities will be the larger animals .

I live at Teton Village and have noticed more and more traffic using the road as a "shortcut" to the airport from the Village. It is not unusual to have taxis drive dangerously close behind you in an effort to pass at any available opportunity, driving faster by far than the posted speed limit. Also people using it as merely an alternate route to get to Moose and beyond who will also try to drive faster and get frustrated at visitors who have stopped to view

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something along the road. The through traffic use of the road seriously degrades the visitor experience. How to maintain the quality of the wildlife habitat and yet accommodate visitors. Creative management strategies will need to be employed so that the area is not loved/used to death.

Topic Question 4:

Winter closure should remain in effect. That is the only time one can really experience the tranquility of this extraordinary part of the Park

The most critical change would be to prevent the road from becoming a part of the County transportation network. see Q 5 comment

Topic Question 5:

Development of a comprehensive Management Plan for the M-W corridor presents GTNP with an opportunity to look well into the future and then have the courage to take actions that will truly protect park resources and wildlife and enhance the visitor experience.

The road should no longer allow for through traffic. Access from the north to the LSR and access from the south but with no possibility of driving through from 390 to Moose. (I say this as a resident of Teton Village. I)

There is a lot of discussion about enhancing safety, improving the road yet maintaining its rural nature and slow speeds. This may sound good but if the Park chooses to go in this direction it will be subject to demands, over time, to accommodate increases in traffic.

One need look no further than the airport to see what the future is likely to hold for the Moose Wilson Road. The Ski Corporation, commercial interests and Teton County have maintained relentless pressure over the years and reneged on promises not to ask for further expansions of the airport. Grand Teton National Park should not be asked to bear the burden of Teton County's unwillingness to make tough decisions about transportation on the private lands in the Valley and should not be accommodating traffic demands resulting from development of private lands.

It is imperative that detailed and thorough(peer reviewed) traffic analysis/study be done. The recently released WYDOT study of WY 22 and 390 gives an indication of the future traffic volumes that WYDOT anticipates over the next 20 years or so. Imagine 4 lanes on 390 funneling onto a rural, winding Moose Wilson road and into Grand Teton National Park. The pressure to "upgrade" would be strong indeed and if it succeeded, eventually the dominant characteristic of the M-W corridor would be the road itself. Wider, faster roads disconnect one from the landscape and so the entire experience of the M-W corridor would be irrevocably altered for the worse.

The only way to protect the exceptional values of the corridor is to remove any possibility that the road will become a "bypass" of an increasingly congested town of Jackson - an alternative route in the County's transportation network.

Preventing through traffic flows would then open up opportunities for creative ways to maintain the values, protect wildlife and habitat and enhance the visitor experience and safety.

I find it frustrating that the conversation has Pathways and calls to maintaining the road as a part of the county's transportation network so closely tied together. If the traffic volume is reduced and the use of the road is changed , as it would be if it was a dead end from north and south, then it would be much easier to contemplate pathway options that would address the safety issue for bikers. Hikers etc while maintaining the values discussed here.

I like the idea of the historical road being on the national registerbut only as it originally was...a wagon road. To use the historical concept as a way to push for greater use of the road is shades of Garfield County Utah!

Use of concession operated shuttles to the LSR might be considered.

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In Jackson right now on heavily traveled roads with low speed limits, pathways are in fact "shared roads". The low speed limit on a low volume dead end road might then allow for a "shared road" on at least a part of the M-W Road...perhaps from the south where creation of an entirely separate pathway through heavily treed areas clearly will have an impact on resource values and may create the possibility for human/wildlife conflicts. How would GTNP educate cyclists used to urban landscapes or unfamiliar with the wildlife that frequents this part of GTNP (bears etc) about the potential hazards of cycling through heavily treed areas with short lines of sight?

Comments: We in Teton County, including in the comprehensive plan TALK of the importance of Grand Teton National Park of protecting it and maintaining the wildlife and resource values. Now is the time to walk that talk and take the strongest actions possible to genuinely protect the Moose-Wilson Corridor.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 472**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Topic Question 1:
A great access to fishing and wild places.

Topic Question 2:
Keep it dirt. Keep motor homes OFF the road / from the North access.

Topic Question 3:
Keep it dirt. Bike path ok- but no cohabitation with cars

Topic Question 4:
Keep it dirt! Grade it often. Speed to high when asphalt is used-!!
Keep it dirt!

Comments:

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 473**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Referenced enclosure is part of the attached file.

Correspondence Text

February 6, 2014

Kevin Schneider, Acting Superintendent
Grand Teton National Park
PO Box 170
Moose, WY 83012-0170

Dear Acting Superintendent Schneider,

Thank you for the opportunity to comment on the scope of the Moose-Wilson Corridor Comprehensive Management Plan (CMP). The Moose-Wilson Road in Grand Teton National Park (GTNP) is an important road for residents and visitors to Teton County. I appreciate GTNP for taking steps to complete a pathway and continue two-way access on the Moose-Wilson Road.

Last summer the National Park Service (NPS) and GTNP personnel improved communication with the local community and my office on the Moose-Wilson Road Corridor, but that progress has waned. The notice of intent to initiate scoping in early December came as a surprise. Based on assurances from GTNP, cooperating agencies expected a dialogue concerning the scope and elements of the NPS analysis for the Moose-Wilson Corridor CMP.

The proposed size and scope of the proposal advanced by the NPS is a concern. The area of the draft scoping release ' 10,300 acres ' is disproportionally large for a 7.7 mile road corridor. The corridor study area should focus on the road. GTNP has not provided sufficient justification for including the whole Laurance S. Rockefeller Preserve and other outlying areas in the planning process. I request that the area of focus be revised and limited.

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It appears the NPS has dismissed the 2007 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the Moose-Wilson Corridor. The 2007 FEIS evaluated four alternatives for the same 7.7 miles. The most cost and time effective approach would be to tier off the 2007 FEIS and ROD. The questions in my July 18, 2013 letter (enclosed) concerning the study remain relevant. Specifically; 1) Does the NPS intend to vacate the 2007 FEIS when a new decision is reached? and 2) Will there be an effect on the authorized bicycle path from Granite Canyon Entrance to the Laurance S. Rockefeller Preserve? It is unclear from the GTNP scoping notice what weight, if any, the NPS will give its previous decision moving forward. The NPS must clarify its approach.

GTNP identifies two significant changes within the corridor since the 2007 FEIS and ROD, including the expansion of grizzly bear range and presence in the corridor. Grizzly bears in the Moose-Wilson Road Corridor ' as well as park-wide ' are long established. The expansion of grizzly bear range throughout Wyoming is an indicator that the species has recovered. The presence of the grizzly bear should not restrict or close public access to GTNP and the Moose-Wilson Corridor. It does call for an active management program. This is especially important when addressing a road corridor which has been established for 120 years.

The narrow character of the Moose-Wilson Road presents safety issues if vehicles, cyclists and pedestrians are funneled together. Both a 13-year-old visitor and a Wyoming resident lost their lives on two road segments. Subsequent to these deaths, pathways were established for these road segments. Independent studies confirm people are safer and wildlife is thriving. Advocates are not suggesting the road be widened, but rather they support an independent pathway from the Granite Canyon Entrance to the Teton Park Road. A pathway, if designed and completed in an environmentally sensitive manner makes sense, especially when the community is willing to bear the cost. And given a pathway is already approved from the Granite Canyon Entrance to the Laurance Rockefeller S. Preserve, the need to complete that pathway on the northern section of the road is compelling.

I encourage the NPS and GTNP to work with the local communities and the State of Wyoming to address management of the Moose-Wilson Corridor. The gateway communities to the greater Yellowstone area and GTNP have demonstrated their willingness to address solutions to the questions confronting park managers and communities. For example, these communities raised private funds to open Yellowstone National Park "on time" when federal funds were unavailable. Jackson and the State of Wyoming have partnered with GTNP to establish a nationally recognized pathway system throughout Teton County. Addressing issues along the Moose-Wilson Road Corridor is another opportunity for GTNP to partner with the local communities.

I believe a plan can accommodate non-motorized transportation as well as two-way vehicle access while protecting park resources. This effort is important to improved public safety and continued public access.

Thank you again. Please contact me if I can be of assistance.

Sincerely,

Matthew H. Mead
Governor

MHM:md

Encl.

cc: The Honorable Michael B. Enzi, U.S. Senate
The Honorable John Barrasso, U.S. Senate

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

The Honorable Cynthia Lummis, U.S. House of Representatives
Hank Phibbs, Chairman, Teton County Commissioners
Sue Masica, Intermountain Region Director, National Park Service

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 474**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/14/2014 Date Received: 01/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Transcript
Notes: Comment Card and Flip Chart text received during the January 14th open house.

Correspondence Text

QUESTION 1- WHAT DO YOU VALUE MOST ABOUT YOUR VISITS TO THE MOOSE-WILSON CORRIDOR AND WHY?

FLIPCHART COMMENTS

- C1 I value the pristine scenic views and wildlife. We need areas of undisturbed nature and wildlife need habitat where they can be free to be and feed (berries) and be safe from harassment.
- C2 Wildlife! (x2)
- C3 Scenic value, wildlife and unspoiled by heavy traffic (x2)
- C4 I value the non-vehicular traffic opportunities in the area
- C5 Singularly unique extraordinary natural resource and wildlife habitat
- C6 Being in a functional riparian habitat and learning how natural processes work by observing
- C7 The beauty and the peaceful drive to see wildlife. Now there is too much traffic driving too fast to go to Teton Village.
- C8 I enjoy cycling the road and connecting my bike trip. It is a better way to experience the natural resources. You can better see and smell the area.
- C9 The rural character of the road and the abundant wildlife.
- C10 Access via a slow, rural road that can be made safe for people with a complete pathway.
- C11 Alive wildlife, not carcasses like on south end of 390.
- C12 Natural beauty of rural road with minimal traffic and room to enjoy it all on my bicycle. Also connecting pathway loop from town and back via Village Road.
- C13 Experiencing the scenery, sounds, and smells from my bike and not from a car.
- C14 The natural beauty, natural sounds, wildlife, peace
- C15 Connection from Wilson and Moose by bicycle to visit the park and view park and wildlife.

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C16 Access in both directions-pace of traffic and ability to accommodate biking in a safe manner.

C17 Opportunity to experience the quiet, natural beauty without distractions from fast moving traffic

C18 The experience on a bike

C19 No net new disturbance

C20 2-way traffic. The experience and ability to observe nature in a rustic place.

C21 Access - 2 way traffic/biking/ped/scenic beauty

C22 A safe alternative to the automobile. Scenery, hiking, biking, views, keep two way access and separated path for bikes

C23 The most valuable time on the M-W road is spent out of the car-on foot, horseback, or bike-make it safe for all park visitors.

C24 Seeing moose and beavers-need more parking for visitors. Bike path needed!

C25 Wildlife viewing accessible to all kinds of visitors

C26 2-way road access with a separated pathway so 2 can enjoy nature in safety and in a car, on foot or a bike.

C27 Experiencing the scenery on bike, enjoying the park outside of my car!

C28 Retain horse trails that are there and increase with some new trails. This is a historic horseback riding area, not only for the dude ranch guests but for locals as well. We also need a trail from the base of the hill (W by NW) of the Moose guard station to the road and then a designated path to Dornans (preferably on far side of bike path) from road for safety reasons.

C29 The quality of these few miles is that, except for the LSR visitor center, it has remained the same for decades. Leave it alone, except perhaps a bike path adjacent. Look at pictures of the Old Town Square and now. That says it all. Progress and expansion is inevitable but this can be set aside, not improved.

C30 Wildlife viewing, access to climbing/skiing, two-way access, cycling

C31 I value the scenery, opportunity to see animals, accessibility to hiking and skiing, enjoying the connection it allows (for a loop as a recreational bike ride).

C32 Quiet access to observe wildlife and experience the overall biome. Would like to be able to have this without dust and noise of motorized traffic, but not willing to give up access to Moose from Teton Village.

C33 The Moose-Wilson Road has always been one of my favorite routes that display everything I love about nature and the park: a quiet, treed lane with frequent wildlife sightings. Access to lesser-populated trails. Until the last decade or so, there was light traffic and 9 out of 10 times, moose sightings.

C34 Slow speed value/visitation; unique flowers within valley; wildlife values/corridor

C35 The quiet scenic experience, the historic narrow, dirt road corridor.
The serenity of the LSR preserve and trail system, their restriction on the number of cars.
Opportunity to view wildlife and the rich abundance of wildlife habitat.
The slow traffic speeds along the road.
The wilderness qualities of the corridor.
Hiking and horseback riding access and opportunities.
Closed to winter vehicle use for wildlife respite and quiet winter recreational opportunities.
Opportunities for park visitors to enjoy wildlife in a natural setting.

C36 I value most non-motorized and bus only thru here.

C37 Site visits in spring to corridor to illustrate on ground values/resource concerns

COMMENT CARDS

C1 1. Wildlife viewing

2. Easy access to moose from the west bank.

3. Horseback riding

4. Snowshoeing and hiking.

C2 I have been using the Moose-Wilson road for over 40 years and the experience has changed very little. The traffic still moves slowly, the wildlife viewing opportunities are still there. The only changes I would recommend are more parking at LSR - a separated pathway for the increasing non-vehicular access - which we should all be

embracing. Keep it 2-way, keep it rural and add a pathway.

C3 Its slow and quiet. One must be slow and quiet to get the most out of the visit live (?).

C4 The rustic nature of the road, the viewing of wildlife, the turns in the road, especially the unpaved parts.

C5 The range of habitats immediately surrounding the corridor and visible from the Teton Range over to the Gros Ventres.

C6 Lake Creek, wildlife, scenery, LSR and moving along the road. The trails and facilities at the LSR are world class, the road is OK but the alignments and non-car recreation opportunities are wasted as it now sits.

C7 Wildlife, Away from the maddening crowd.

C8 Quiet, solitude, possibility of seeing wildlife, enjoying nature.

C9 I enjoy the woods, wildlife and privacy. Even though the area has changed in the last 15 years, the animals are still able to hang out, lie down and be with their friends in a relatively peaceful and serene place. All of us enjoy the experience of hiking, walking and occasionally driving? in a slow (relatively) primitive area; about the only accessible one left! Why is this program even being considered? I cannot believe you as park rangers and commissions would even consider changing the animal environment in this area!!

C10 I enjoy riding with my friends, I enjoy that it is a loop back to town. I like the hills.

C11 I enjoy the pace of the road and access to GTNP. I also enjoy seeing visitors and locals alike enjoying the scenery and wildlife. A great place to take visitors.

C12 I most enjoy the wilderness feel of the Moose-Wilson Corridor.

C13 Moose-Wilson is a remarkable treasure that the Jackson/GTNP area has at its doorstep. The limited stretch of land is a HUGE hot spot for several animals, for vegetation/feeding and general spotting. Its great for inspiring a love of wildlife and ??? but its being abused by inconsiderate locals/taxi services that speed through to get to and from the airport at Moose.

QUESTION 2- WHAT DO YOU THINK ARE THE MOST IMPORTANT ISSUES AFFECTING THE MOOSE-WILSON CORRIDOR?

FLIPCHART COMMENTS

C1 Safety for pedestrians and cyclist (1).

Safety for wildlife moving through this critical corridor and habitat.

Scenic pristine Moose-Wilson Corridor with critical wildlife habitat should not become the solution for Teton Countys development and traffic congestion.

Teton belongs to all Americans and not for one user group preferences.

C3 In favor of beaver ponds realignment

C4 Habitat and wildlife first.

C5 Too much vehicular traffic! Too much commercial-oriented traffic to and from park.

C6 Traffic congestion. Reinstate turnouts to allow cars to move along road. Strictly enforce speed limits (2)

C7 Access for visitors and residents to enjoy their resource. Re-open pullouts and/or expand in a measured way to allow traffic to flow while still allowing places to stop and enjoy the place.

Connecting a complete pathway from Granite Entrance to Moose for safety and access.

C8 Safety for people and wildlife.

Road is a hazard to both. Large vehicles on road (not heeding sign coming from Moose).

Suggested solutions: seal road, add speed bumps the entire length. Route road thru park gates at Moose to prevent large vehicles. Separated multi-use path would be good.

C9 Opportunity to get a true cycling corridor in place to allow all users (tourists, locals) to get out of car to enjoy natural beauty of area.

Concerned about abandonment of cycling use.

C10 Agree with above. Important issues-wildlife and safety with balance of experience for the user and safety for wildlife.

C11 Consider evaluating north bridge route.

C12 Concur with C8. Safety. Now road is unsafe for SUVs and the like and especially for walkers and hikers. Cyclists. How to balance? Separate venues for access.

C13 Safety and access for all modes of travel. Both directions without restriction. Finish pathway.

C14 Definitely realign the road to the east of the Beaver Ponds (see C3).
Increased levels of safety for wildlife and reduced impact on wildlife.

C15 The corridor is not safe for anyone outside of their car-runners, bikers, walkers. Add a pathway to help address the safety issue; manage for wildlife/human encounters; keep road rural in nature.

C16 Safety for already existing users of pedestrians, hikers, bikers. There are children on this road. And there is a huge gap for users that must be addressed. Also, grizzly bears are throughout the park and should be considered parkwide, not just in this area, but throughout the park - cant limit use selectively.

C17 Safety for all users, including non-motorized and wildlife.

C18 Death Canyon-road/parking.
Whitegrass-access/parking.
Moose Ponds-keep access.

C19 Protecting Beaver Ponds/re-route road to east.
Keep existing road non-motorized.

C20 Keep 2-way access, add pullouts and widen in hot spots. Separate the bike path and run from Moose to Village path. Allow the tourists to experience. Access north to south and south to north. Loop tours and easy. Wildlife, scenic gems.

C21 Access with 2 way traffic and safety options for peds and bikers. Linking the bike path from Teton Village to Moose/Park.
Access to the corridor that is safe, out of the car, and in harmony with all natural, wild, and historic resources.

C22 Consider the safety of wildlife/people encounters&before creating any new roads/paths.
Completing the bike path and leaving a two-way scenic road to connect the parks to JH.

C23 Need a separated and safe pathway for cyclists and pedestrians.

C24 Opportunity to increase diversity of visitor experience and visitor safety by building a safe separated pathway.

C25 Biking corridor contiguous to roadway.

C26 Safety and access to nature by foot or bike.

C27 Safe access for all users (peds, cyclists, drivers, wildlife) of all ages.

C28 Impact of numbers brought in by expansion of the airport. Stop it!

C29 How will park keep bikers on the path? There is already tons of bikers who poach the hiking and horse trails. Will the biking community treat the area with respect or demand more and more access to the dirt paths?

C30 People dont use the road as a shortcut to airport-would miss their flights.

C31 Concerns: traffic/safety/disturbing wildlife, auto pressure created by folks using it strictly for getting from point A to B.

C32 Opportunities: well-placed auto pullouts with interpretive signing that encourage motorists to go slowly/stop/learn/enjoy.

C33 Further discussion: Re-visit the strategy of keeping minimal parking @ LSR. Now creates sense of exclusive rights to access. And providing other access points.

C34 I would like to see more horse camping opportunities in the future. There are a lot of front country horseback riders that we could get to come and send money if we set up a camping area for them.

C35 Promoting safe non-motorized access to TNP from all access points.

C36 Safe non-motorized use; access for visitors; protection of resource.

C37 Most important issues: safety (wildlife and visitors); access to LSR, trailheads, Teton to Moose.

C38 Opportunities: Increase non-motorized travel in the park, promoting non-motorized recreational opportunities; increase safety for pedestrians and cyclists, decrease congestion; safety for wildlife, dont discredit this as a possible outcome!

C39 Further discussion: What will these decisions mean for future growth? Can we put a limit to growth by

providing the needed infrastructure now to meet future growth in demand and not grow physically?

C40 Preserving park resources should be top priority. Close to vehicles M-W Road south of LSR Preserve, if necessary, and make existing road the pathway. County/State should build north bridge to accommodate traffic/development and Teton Village.

C41 Wildlife protection, safe pedestrian and bicycle access/travel; overarching character of this specific area within park.

C42 Issues include increasing human impact on wildlife in this area; impacts of increasing human mechanized recreation; increasing over-development at village; decreasing wildlife habitat throughout the valley; a developing tragedy of the commons potential.

C43 Wildlife protection (limit motorized traffic to decrease accidents between cars and animals).

Habitat preservation (dont disrupt wetlands with new construction of roads or pathways; leave forests intact).

Environmental quality (dont increase distance traveled for residents to need to work/live in Moose or Teton Village or Wilson).

C44 Educate the public about potential wildlife conflicts that are possible on M-W road. This can be done with kiosk/signage at appropriate places. Closing the road, temporarily, as needed if bears are often present to protect them and keep this place wild.

C45 The corridor is at risk of being loved to death, where human impacts, traffic impacts, and recreational uses are beginning to diminish the natural and wildlife qualities of the area.

Heavy traffic volumes and excessive speeds are diminishing visitors experiences and creating wildlife conflicts.

The expanding grizzly use of the area must be addressed to preserve bears and to initiate management to ensure that development or recreational uses do not threaten bears and cause them to abandon important habitat. (1)

C46 I believe the Park Service needs to believe this community values the road as an amazing resource and gift of the National Park. We want it for much more and likely excluding an alternative way to the airport and quick access to the park. If anyone has traveled this road in recent times they would know that rapid travel on this road is highly unlikely. The Moos-Wilson project should be an example of how a local community and a national entity can come together to provide safe access, exceptional opportunity, and amazing value for all visitors local, national, and worldwide. A separated pathway for pedestrians and bikers, a slow road for those who wish to drive-all are possible if we believe in seeking a solution to access and the ability to protect our resources and our wildlife. This serves to be an amazing of how many entities can come together to seek a solution that allows access and protection and shows the support of private and public entities to seek and provide a solution in line with the values that have always been a part of our National Park Service and our community.

COMMENT CARDS

C1 1. Pave the 18 miles from Granite Canyon entrance to Old Rockefeller Bend.

2. Keep the road 2 way (northbound and southbound).

3. Re-route the north entrance, so that its inside the Moose entrance.

4. Re-route the road to bypass the beaver ponds.

5. Build a bike path that is separate from the automobile road.

6. Expand the horse trailer parking at Poker Flats and at White Grass.

C2 Keep it slow. Make the Way pervious to minimize impact and keep it park not a raceway or a cut-through.

C3 Traffic - all summer - taxis on the way to the airport, people taking shortcuts to the main roads of the park and accessing the Gros Ventre.

The bike path is being promoted by some as an accessible hiking trail. There are so many hiking trails in that area which offer more varied experiences. My idea of a hiking trail is NOT a strip of pavement.

C4 Increasing human traffic (vehicles, bicycles, other) in critical wildlife and riparian corridor. We need to find a better balance. Related Comment: The Moose-Wilson Road should not be a pass-through route for commuters, Teton Village residential traffic, a shortcut to the airport or (from north) to the village.

C5 Safety when Im on a bike or walking. Over-crowding along the road at bear, moose, and even beaver ? jams.

Cars parked and obstructing flow of traffic. I think that the Park is missing a great opportunity by not having a

multi-use pathway parallel to but not in the road. Cultural interpretation is weak given the history and setting of the road (except for the LSR which is super).

C6 Improve safety for wildlife as well as pedestrians and cyclists. Safety issues include maintaining smooth road surface, repositioning road to allow bears, safe feeding zones south(?) of beaver ponds and consideration of bike lanes (all purpose) that cause minimal impact on landscape.

C7 TRAFFIC!! Congestion. People and animals getting hurt by motorized vehicles. It would be great if the road was simply closed to motorized vehicles, but I realize this is highly unlikely. The growth and proliferation of bike paths has been a huge success elsewhere in Jackson and the park. As much as I like to prevent any further development, machinery or destruction, I think its important to provide a separate lane for non-motorized vehicles and people.

C8 I feel that there are plenty of places to ride your bike - there must be 100-115 miles of bike paths - not to mention backcountry biking!! Please, please, please dont do this project!! You will be saving almost the last vestige of old Jackson!! Charlotte Oliver

C9 I think it needs to be closed to cars. It should only be open to hikers and bikers. If people want to hike the trailheads back on the road they should hike in& I dont think it should be paved.

C10 Maintaining a safe two- way roadway that is consistent with a slow mountain roadway. I am very concerned about the safety of bikers along the roadway.

C11 The most important issue is the lack of off-pavement trails for cyclists. The next most important issue is the presence of autos in the corridor. I dont see how recreating in the woods is enhanced by the presence of autos. The auto road needs to be rerouted to the non-wooded flats if it is to be allowed at all.

C12 Drop speed limit to 15 MPH through the paved stretches of road.

QUESTION 3- DO YOU HAVE COMMENTS ABOUT THE FUNDAMENTAL RESOURCES AND VALUES FOR THE MOOSE-WILSON CORRIDOR?

FLIPCHART COMMENTS

C1 This area is over-loved. There needs to be more limited use especially of vehicles in the future. More wildlife is present in this corridor than any other section of GTNP. The beauty of the current road is extraordinary and expansion should not be considered. More vehicles equal more impacts.

C2 Entire irreplaceable Moose-Wilson Corridor-especially preservation of critical wildlife habitat do not want further fragmentation of habitat.

C3 Wildlife First. Wildlife is being too disturbed on this road. Too much traffic. It is not a cut through to Teton Village.

C4 Leave it unspoiled. No more pavement.

C5 Graphics into the presentation and the historical equestrian usage has not be mentioned!

C6 I agree that the M-W Corridor is an area where visitors can immerse themselves in the spectacular natural setting and should continue to be protected as such.

C7 Supporting and encouraging alternative transportation with the addition of bike paths supports conservation of natural resources by potentially reducing car use and pollution.

C8 Having a world class connected cycling experience in the park encourages the type of visitors who are conservation minded and will support conservation of values.

C9 Tier off the EIS of 2007, relocate the northern section of the MW Road. Add a complete pathway for safety. The need is to manage already existing use, cycling and pedestrian use, and make compatible with wildlife.

C10 It is the highlight of many visitors visit to GTNP. People come to spend time watching wildlife. The rustic nature of the road should be preserved.

C11 Access/multi-purpose use (vehicular/2-way)

C12 Keep the road access open both ways with separate path for bikers from Moose to Village path.

C13 The great visitor access and opportunities to connect to and from Moose-Wilson

C14 Safety for pedestrians and cyclist usage while enjoying the scenic beauty and nature.

- C15 Winter use with groomed trails and expanded parking at Granite Canyon.
- C16 Bring north end of road inside toll booth and out of riparian area.
- C17 Pave south end at 18-20 foot narrower than gravel road. Avoid damage to trees from dust coat.
- C18 Worried that horse use will be limited to less than what it is now.
- C19 Rural slow road.
 Access to backcountry-climbing, hiking, swimming, skiing.
 2-way gate/entrance to Teton Village.
 Bike and pedestrian access along road.
 Wildlife/car conflicts near ponds.
 LSR trails and infrastructure.
- C20 Dense, mature forest habitat for wildlife species of conservation concern-great grey owl, Northern goshawk, pine martin.
- C21 Resources must be valued. An important value must be to protect the resources. Leave forest and riparian areas for diverse wildlife in which to live and reproduce. Also leave access for humans to observe flora and fauna safely and without hindering wildlife and vegetation. This should be possible.
- C22 Maintain scenic and historic road corridor.
 Protect wildlife species that rely on corridor, particularly sensitive species such as grizzly bears and the challenged moose population.
 Enhance visitor experience by maintaining slow and scenic road corridor and reducing traffic impacts.
 Preserve sensitive riparian areas.
 Provide for safe recreational use of area, but not at the cost of impairing wildlife use and fragmenting important habitat through development of the corridor.
 Consider creative solutions to traffic impacts.
 Preserve the quiet and contemplative sanctuary of the LSR.
- C23 Wildlife corridor, unique ecology within valley, quiet area, slow speed travel area.
- C24 Multi-use corridor, safety in corridor for pedestrians and cyclists. Awareness of use as commuter corridor.
- C25 Unique area within valley.

COMMENT CARDS

- C1 Yes - keep it rural and keep a slow speed limit.
- C2 No.
- C3 The only area that should be improved is around the ponds at the north end of the Moose/Wilson road. I hope that the rest of the road is left rustic, bumpy, partly dirt - and preferably one-way - or one-way in each direction to the preserve.
- C4 Natural vs. recreational resources. The fact is, both need to be considered, although weighted heavily towards protecting natural resources.
- C5 Yes. Recreation value for the area in a non-motorized setting (bikes or hiking) is way understated. I got the feeling that the resources and values were all related to driving through rather than riding, hiking and on horseback.
- C6 I think the resources should be protected. The wetlands should be able to expand.
- C7 Too much experiential(?) and social speak. The Park is a national resource and should be enjoyed by all.
- C8 The valley trail would make for a logical place to allow cyclists.

QUESTION 4A- WHAT ASPECTS OF THE MOOSE-WILSON CORRIDOR DO YOU HOPE WILL CONTINUE INTO THE FUTURE?

FLIPCHART COMMENTS

- C1 Being able to access it (1).
- C2 Sustained quiet and maintaining critical wildlife habitat.
 No more increased traffic. Just preserve as is.

- C3 Access via non-motorized.
- C4 Somehow I hope traffic can be better controlled to avoid wildlife conflicts. We need to think about wildlife before thinking more traffic from business who want to profit from the area.
- C5 Intimate and lots of wildlife.
- C6 Slow and winding road like it used to be.
- C7 Maintain horse trailer parking. Maintain trailhead access points at Whitegrass turnoff, Poker Flats, Ponds Overlook.
- C8 25 RV restrictions.
- C9 Agree with above as to controlled traffic. Keep the present road with no expansion.
- C10 Slow rural road, two way access, but unsafe without a complete pathway.
- C11 Do not even consider making it a one-way!
- Teton Village is the economic engine of the valley.
- C12 Keep it two-way, with improved pathway.
- C13 Two auto access with separated walk/bike pathway, this ensures equal access for motor and non-motor visitors, but ensure safety for walkers/bikers. It is not safe now-narrow, tight curves, dirt, gravel, and mud.
- C14 Maintain ability for access and provide safe pathway (separated) for maximum enjoyment for all.
- C15 The park access for 2-way travel on MW Road. The slow speed rural character.
- C16 Exceptional wilderness experience; unique wildlife observations, slow pace/road, thru corridor.
- C17 2-way traffic.
- C18 The existing rural character in a safe multi-modal transportation corridor.
- C19 Two way traffic is mandatory for continued enjoyment; separated pathway also mandatory!
- C20 Two way traffic and slow, rural country road.
- C21 Safe non-motorized access and rural nature of road.
- C22 2-way traffic, limited by season.
- C23 2-way traffic, separated pathway from Village to Moose.
- C24 Winter grooming in a wind sheltered corridor. This could happen right now.
- C25 Maintain 2-way traffic and a country road with one lane bridge and other features to slow/calm traffic.
- C26 Maintain rural character. Prevent road from becoming a highway, a means just to get somewhere else.
- C27 Keep the road closed from Granite Canyon Trailhead to Death Canyon Road in winter for cross country skiing.
- C28 Retain the narrow, winding road between old JY south and JY north entrances. Add new pathway on levee access road to east, so road section is preserved (see map). (1)
- C29 I love the LSR Preserve and would like it open to visitors, road closed in winter is great for x-country skiing, love roadway but too dangerous to combine with biking and walking. Would like wildlife retained but not used to prevent a separated pathway.
- C30 Maintain the south end entrance station to avoid use as a convenient passageway to the airport, Yellowstone NP, etc., and also as a means to monitor traffic such as trailers, RVs, and such. Cars only. (1)
- C31 Retain the existing cross section and rural, twisting nature of the road to maximum extent possible. Keep the road in its current configuration and alignment from LSR south to Granite Entrance (at a minimum) and further north a ways if possible.
- C32 The rural, scenic nature-where people go for the inherent natural values, not as a transportation corridor for cars; access to Phelps, Granite, Death Canyon, etc. in a safe and sane way; opportunities to see critters.
- C33 Horse use now and more in the future.
- C34 2-way access, access to climbing, hiking, skiing, ability to cycle through.
- C35 Maintain high quality wildlife habitat, narrow road, reduce traffic.
- C36 Ability to cycle, wildlife sightings, accessibility to trailheads and LSR-not necessarily car access, jut access in general for all user groups. Rural nature-meaning slow speeds and narrow lanes (safety is a main issue/interest here. I hope to see continued (and increased visitation from non-auto users.
- C37 Would like to be able to hike, bike, ride horses separately from motorized traffic. Should be possible to provide both options. Leave park entrances as they are so Moose residents dont have to pay park entrance fees to get to

Teton Village, Wilson, or into Idaho.

C38 I would like to see speed limits decreased to respect the qualities of the small, rural road and wildlife and to discourage this route from being used a thoroughfare to the airport in summer. Traffic levels and wildlife impacts should be balanced with wildlife and nature-laden experience taking center stage (its a national park, not a highway for over-development at the Village). The least pavement, least amount of trees cut, and wetlands filled, the better. Please dont displace bears, moose, beavers, and other wildlife from the area.

C39 Slow speeds, bike access, wildlife habitat quality maintained, two way travel for all.

C40 Protect against evolution to an artery for Teton County traffic and transportation system; retain as quiet park road valued for wildlife viewing and scenery.

Maintain the corridor for park visitor experience

Prevent expansion and development which would adversely impact wildlife and destroy habitat.

Maintain or reduce current traffic volume through creative management and possibly shuttle transportation/limits on number of vehicles to preserve experience.

Retain quiet trail system and avoid massive parking areas for trailhead use.

Prioritize wildlife needs and values/habitat in the corridor.

Retain winter closure of road.

Multi-use focus-bikes, pedestrian friendly trails.

Slow speeds, quiet peaceful wooded narrow feel.

Maintain access for all users.

COMMENT CARDS

C1 Keep 2 way traffic at slow speeds to maintain rural character. Separate pathway for bikes, pedestrians and other non-motorized access. Winter - groomed skier access. Opportunity to view wildlife.

C2 The water crossings are beautiful - all aspects of human senses. The beaver habit(?) and his cut trees to build with.

C3 We already have a paved, beautiful bike path going north-south along the elk refuge - we dont need a strip of pavement on the Moose/Wilson Road. I suggest the road have a 10-15 MPH speed limit - no bike path, speed regulated - mirrors on trees where there are curves in the road - allow and encourage bikes - the road would be safer for all of us, people and animals if the speed limit was 10-15 MPH and patrolled.

C4 Reduce, eliminate or at least control wildlife tours and commercial photographers having preferred access.

C5 More non-motorized access such as a safe pathway. I would move the road away from the pond (?) and wetlands and onto the sagebrush flat. I would add a multi-use pathway next to the Moose/Wilson Road except to the south of the LSR where I would use the existing access road.

C6 Conservation. Limit traffic. Jackson/Moose/Wilson continues to become ever more popular. Im confident that a safe and enjoyable compromise can be reached. Thank you for your efforts.

C7 I hope they keep the road open but they make it a pathway. No cars allowed.

C8 Maintain two-way accesses and create turnouts for safety and pictures. Create a separated pathway along the entire roadway for the safety of bikers.

C9 I like the on-road cycling opportunities available on the Moose/Wilson Corridor. I am not opposed to changing the current offerings as long as it improves the cycling experience.

C10 The constant park ranger presence.

QUESTION 4B- WHAT WOULD YOU LIKE TO BE DIFFERENT ABOUT THE MOOSE-WILSON CORRIDOR IN THE FUTURE?

FLIPCHART COMMENTS

C1 Nothing.

Better flow and access via a bike path. Less interference of natural movement of wildlife. Too much traffic, bunched up out of control wildlife observers, lone fast moving cyclists.

C2 Limit the amount of traffic that travels the corridor. One-way traffic and bike lanes. I would prefer daylight use of the corridor.

C3 Accommodate bikes and pedestrians.

C4 Use existing levee road for bike path from south entrance to Moose to connect bike path end to end. Levee Road already exists, is flat, does not impact wildlife, eco-friendly access to LSR preserve and Moose.

C5 Keep and protect Moose-Wilson Corridor for wildlife. Decrease traffic. Against separated pathway for this wildlife rich corridor.

C6 I do not want to see a separated bike path eat up park resources.

C7 Slow, slow traffic to 5-8 MPH. All users share two-lane. Take all time-saving incentive away going north or to the airport.

C8 Closure at LSR-dead end from north to south. Low non-motorized thru traffic. Plenty of room for bikes and pedestrians on existing cross-section. Re-align north end as proposed.

C9 Encouraging bikes/cycling with same paths vs. increasing vehicles will help conserve natural resources.

C10 Families want to be able to experience scenery without being in a car.

If we could bike/cycle the complete loop, that would be fewer cars.

C11 Decrease amount of motorized traffic and increase use of bicycles via a path equals less wildlife conflicts and vehicle conflicts.

C12 Connect the loop. We need to finish the pathway out in the flats!

C13 Better safety for cyclists. It would be wonderful to have the pathway connect from HWY 390 to Moose.

C14 Less cars and more bikes, pedestrians!

C15 Gate the north end to eliminate the short cut to the south. Make north end users pay.

C16 The need for a complete pathway is due to existing use. Cyclists and pedestrians. Add a complete pathway. Tier off the 2007 EIS that approved a pathway from Granite to LSR. Relocate the northern section of the Moose Wilson Road. The purpose should be to build a pathway while reducing impacts to wildlife. Manage the use of the road with common sense-not draconian closures. Add back the RSA recommendations edited out of the Audit-which was independent.

C17 Greater opportunities to park and walk throughout length of corridor.

C18 Completely paved and open in winter. Bridge access.

C19 Bring back pullouts to provide traffic flow.

C20 Include bike path.

C21 Too much wildlife to include bike path. Grizzlies and bikes dont mix well and safety.

C22 Utilize the old levee road that starts north of Poker Flats or by Granite Canyon access road and have it connect with the abandoned road that travels south from Sawmill Ponds Overlook. Use this road for car traffic. Abandon existing road for walking/biking or vice versa use of the existing road and current abandoned road.

C23 Consider building a new road from Sawmill Ponds Parking, along the foot of the abrupt rise, N.E., to connect near windy point turnout to discourage airport-bound traffic. See map in red.

C24 Support comment #22.

C25 Realign road east of beaver ponds and add pathway north of LSR. Maintain country road - rustic.

C26 No comment.

C27 When visitors travel with bikes on their cars they are less likely to add to car congestion in the corridor.

C28 Travelers should be able to pass only 1 entrance station when going from Wilson to the inner park road. Preferably keep Teton Village station open.

Close Ranger gate at Teton Village entrance. People get to pay fee at Moose entrance. Cost to maintain this gate probably exceeds revenue considering most people continue into the park.

C29 Complete separated pathway (2)

C30 North entrance inside tollbooth.

Road fully paved but 18-20.

C31 Separate and safe pathway between Teton Village and Moose. Maintain the character and the small, rural road, but with safe passage for cyclists and pedestrians.

C32 Separate pathway, LSR open and possibly for riding grand loop.

C33 Maintain two way traffic.

C34 Increased Nordic opportunities-grooming-from south end primarily.

C35 More respect for historical use by horseback riders, as one of last areas in park that horses can be separate from hikers and bikers.

Improved parking for 2-3 horse trailers and rigs. Horse people ride in groups for safety reasons and we need room to maneuver and turn around our rigs.

C36 Have 2 way access plus a separated pathway to encourage and allow for safe non-motorized experience through the corridor. A separated pathway would allow more visitors to experience the park under their own power in a much safer and environmentally friendly manner.

C37 A safe and accessible pathway allowing and promoting a low impact non-motorized experience for residents and tourists.

C38 Denote the M-W road in its entire length as open only to shuttle buses from Moose and Teton Village. Non-motorized traffic will share the existing road until the separated path is built. Have the courage to make our GTNP a model for other parks!

C39 More respect for the natural environment (quieter and slower)

Pave for ease for cycling.

All user groups needs can be met (wheelchair users, elderly folks, kids, novice bike riders who want to experience the corridor out of the car-as of now that is not a possibility.

C40 Would like to see separated road for motorized access between Moose and Teton Village from Moose as close to airport and cutting back to Moose-Wilson Road toward south end of LSR preserve. Leave current road as path for non-motorized travel. Less disruptive than changing current road into something else.

C41 Safe bicycle passage as well as management that protects wildlife values at critical times; slow or no vehicle travel.

C42 I would like to see lower speed limits and less through traffic (people using it to get somewhere, such as airport) as opposed to being a true park visitor! Any pathways or additional pavement should be within small corridors to mitigate impacts on the resource. If this road as proper speed limits and proper use theres no reason pathways cant be attached. Safety to main road not separated. I would like to see fewer cars rushing and impatient to pass through this magnificent area because they are rushing to use this as a thoroughfare, rather than as a park experience. Id be okay with 1-way or gated in middle.

C43 The road is at risk of becoming a transportation artery for Teton County. This is a park road and needs to be managed for its scenic and wildlife values.

Reduce traffic speeds and traffic volume/congestion.

Improve protection for riparian areas.

Protect important habitat for grizzly bears, moose, and other sensitive wildlife.

C44 Educate people about potential for growth in traffic volume and what it really means for M-W and 390. Traffic study/models with numbers. The road will not be able to sustain traffic volumes. Impacts on resource will be severe without management giving priority to natural park resources.

C45 Safer access for alternative forms of transportation. Separate corridor.

Separate pathway (paved), park buses thru-traffic. No motorized personal vehicles.

QUESTION 5- WHAT OTHER COMMENTS OR SUGGESTIONS DO YOU HAVE?

FLIPCHART COMMENTS

C1 Im upset to see all the new pullouts near the Beaver Ponds.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

The Rockefeller parking lot is too small, putting pressure on the Moose-Wilson Road pullouts.
Granite Canyon parking lot is also too small.

C2 Implementation of strategic/planned speed bumps along road, taxis and locals speed through with little or no consideration to park officials or tourists/photographers.

C3 I agree. Speed bumps to slow local commuters. This would be better than a one-way road.

C4 Protect, preserve Moose Wilson as is.
Relocate traffic-no more construction.
Protect wildlife first!

C5 Preserve corridor and road as is where possible. Slow speed limit to 25 MPH with 15 MPH in wildlife rich areas (i.e., Sawmill Ponds) Speed bumps and more pullouts along road where feasible. No bike path which would fragment habitat and stress wildlife.

C6 Keep car and bike paths reasonably close to each other. Protect broader scenic values of middle meadows.

C7 Limit all access in the corridor to daylight hours only.

C8 Make this process much more user-friendly than happened at the Poker Flats. There were no maps given, perceived as exceptionally arbitrary.

C9 Extend and connect the existing pathway. Provide for a safe outdoor experience for walkers, bikers, wheelchair users while protecting wildlife and scenic resources.

C10 I value this corridor for bicycling, skiing, and driving. Protect wildlife by maintaining slow speeds for motor vehicles, a separated but nearby pathway for pedestrian users.

C11 Pave the gravel section and stop using toxic chemicals to keep the dust down. If it sticks to the sides of vehicles and wont come off it cant be good for the watershed.

C12 This corridor should not be a connector between Teton Village and the airport! By bypassing the town of Jackson, we are killing the businesses. People could come from the airport and never see our great town.

C13 Keep the road slow and curvy for wildlife and cyclist safety.
Pave the unpaved section-less maintenance cost.
Keep the road plowed and open all year round for everyone so the Moose Bridge can be used. Keep speed limit at 25 MPH.
Put in viewing and slow vehicle pull-outs to help keep drivers from stopping on the road. No unattended vehicles in pullouts.

C14 If the M-W is going to continue to bisect the LSR preserve, then give the horses a space on the west shoulder to transverse the LSR without going around to the dike side.

C15 The road is not safe for all park visitors. It is dangerous for walkers, runners, bikers. Keep it safe and connect the pathway from the park entrance to the Granite Station.

C16 Bike path complete from Entrance station to Moose

C17 There are public rights that exist on this road. Keep open to 2-way access. Shorten the time and reduce the cost of this widely scoped EIS. \$2 million and 2 years is way too much. Add safety. Use the FEIS that was completed and studied the Moose Wilson Road with four alternatives.

C18 This NEPA process is odd. Formal EIS started, but no proposal.

C19 Snow bikes are quiet, non-polluting, cannot go off-track and are a legitimate visitor option for recreation/transportation.

C20 Fix/widen first hill on North end of road. Probably the most dangerous spot in the road.

C21 Possibly re-route road to be inside north gate-this would deter taxis moving fast.

C22 A winter use plan.

C23 Create a pullout near Sawmill Ponds to aid in traffic conjection.

C24 One way roads tend to be traveled faster so keep this one 2-way to maintain wildlife and human safety.

C25 As a National Park this is a broader issue that reserves ample comment period for the American Public at large.

C26 Speed limit enforcement!

C27 Bike only trail (dirt or gravel) to Phelps Lake could follow the old JY Road.

C28 Shuttle from Moose to LSR for visitors, wildlife viewing, hiking, etc.-reduce parking issues at LSR or from

Teton Village.

C29 Car parking in Teton Village to keep cars out of park.

Shuttle possible with bike racks.

Shorten EIS due to high cost.

Email to remind people who couldnt attend to still comment.

Remember the benefit of pathway to handicapped.

C30 Post signs at each end of the M-W Road that parking at LSR visitor center and access to Phelps Lake trails is very limited and waits are possible. Variable messaging signs?

C31 Just dont forget horses! The historic user!

C32 Remember all user groups when making interim and final decisions. Cyclists, pedestrians, locals, visitors, elderly folks, kids, horse enthusiasts.

C33 Agree with above. Cant leave out any constituency. Consider locals access by permit (no cost) between Moose and Teton Village to reduce distance of necessary travel. Otherwise, only allow non-motorized travel along Moose-Wilson Road through Moose-Wilson Corridor. Visitors in motorized vehicles can be directed to go around-plenty of good opportunities for visitors in Jackson and along road from Jackson to Moose.

C34 Keep the road gravel and closed in the winter.

Do not move forward on road or pathway expansion that harms wildlife habitat, movement, and ultimate survival. Work cooperatively with Teton Village to limit cars, encourage shuttle use and increase visitor enjoyment without impairing corridor any further.

No off road development or road expansion.

C35 Please dont let Village/County/Pathways Group/Special narrow interests lobby NPS into submission.

Incorporate at least one section of one-way traffic to circumvent growing number of commuters/short cuts.

No net new surface disturbance.

Make MSU study readily available.

Not NPS responsibility to provide for county transportation woes.

Teton County residents should remember they are 1/300,000,000 owners of GTNP, not 1/20,000 owners. Should be managed as a national resource.

North Bridge has to be part of discussion if we are truly serious about vehicle miles traveled/road kill/traffic/road expansion/carbon footprint.

Connectivity argument is over leveraged. We should be talking about functional connectivity at the county level.

Most pathways trips are additive, impulsive and recreational in nature-not traffic degenerators.

Traffic on Moose-Wilson corridor has grown exponentially over both local growth rate and the relatively static park visitation rate.

Separate pathway according to MSU study would necessitate cutting of 2,100 to 3,900 trees amongst the existing beetle kill in corridor.

Pathway unintended consequences potentially irreversible. Use precautionary principles/incrementalize southern project area?

Both the park and the community should expand the artificially small menu of options considered. Form a corridor task force to think laterally and originally about long term options. Task force would be open participation. No added sway. Menu of options presented by date certain consider all substantive comment. Village rep., pathways rep., local gov. rep., park rep. Rest problem solving citizens. No group of individual can claim they were not heard and ideas considered.

Consider a one-way road north and a one-way south with no separated pathway (net sum neutral site disturbance). Safety issue addressed same direction bike and vehicle/visitor experience enhanced/park plans for future traffic without closing road or one way only. If we are going to disturb a footprint make it multi-functional/halves traffic one each road. Less congestion problems at Moose and Bear jams/existing site disturbance along the majority of 7 mile route.

Alternate idea north loop south loop both closeable seasonally (elk calving etc. bear in hawthorns/loops connected via one way road north? This would help alleviate commuter/short cutter/airport/local recreational trips, etc.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Safety and connectivity arguments further eroded with seasonality of current open schedule.

C36 Things to do right now: Enforce speed limit maybe even 20 MPH. Dont grade so often-speed bumps via potholes! At least change/emphasize the existing speed limit changes very easy to miss and still think it is 35 MPH.

COMMENT CARDS

C1 Why spend so much of the taxpayers hard earned money to study this all over again when this road has been studied so much in the past? We need total transparency from the Park Service. Include the community and the state in the information stream.

C2 I would just like to write some general comments: I would like the Moose/Wilson Road to remain basically scenic. I hope that it is never completely paved; that it does not become a thoroughfare. It would be maybe be good to make this road one-way. I do not think that there should be a bike path. I want it to be a safe, low-traffic friendly area for wildlife. I hope that bears will be able to eat their berries with some peace. A bike path will lead to more wildlife/people confrontations. The National Park is about preservation; it is not a gymnasium. If people want to bike let them use the path from town or use the National Forest; the multi-use land. Grand Teton already has an airport and a dam - enough is enough. If the road is made one-way, people will be upset; but they will get used to it. Just as they got used to all of the changes on the Jenny Lake Road when so many years ago they routed to road away from the lake and made it a one-way loop. With the increase over the years in people visitation to GTNP many of the popular areas have become over-run and de-grazed and the wildlife also pays with more stress. Only the National Park can protect the Moose/Wilson Road; preserving it for future generations. Please draw a line in the sand here - make it one-way if that helps, no bike path, leave a section unpaved. Please protect us from ourselves! Make wildlife and scenery the priority; not people. Sincerely, Cathy Centrella Jackson, WY.

C3 Please consider a parking area with elevated viewing docks to see more without setting human footprints on the ground. Consider ranger talks or a self-tour on tape.

C4 Just because there is money pouring in to build a bike path does not mean we should build one. This seems to be not about safety but about commercial interests (i.e. Teton Village, bike organizations and promoters).

C5 I love cycling, but it doesnt make sense to increase cycling in a wildlife corridor in a national park. I dont see any way bikes wont interfere with and disturb wildlife. Also, it is not compatible with vehicles on the present roadway.

C6 I felt that the scoping process was very awkward. I dont understand why the NPS couldnt have either supplemented the existing EIS or made a supplemental decision with new information. Also, with no proposed action it is difficult to know what it is that Jim is commenting on. I question whether this follows the Parks Handbook or the fundamentals of NEPA. Who is the deciding officer? Is the EIS delegated? Also, whos going to formulate a proposed action and when?

C7 I think they should try to close the road to cars and see how it goes for a summer. It would save funding money for building a bike path.

C8 Make road all inclusive.

C9 I would like to see winter cycling opportunities enhanced as well.

C10 A man with a hatchet is more likely to pillage and burn than the man with a quill and scroll.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 475**



Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Letter hand-delivered to park headquarters on 6 February 2014.

Correspondence Text

6 February 2014

To: Kevin Schneider, Acting Superintendent
Grand Teton National Park, Moose, Wyoming
via: e-mail PDF document, to: GRTEsziperintendent(,ips.gov
and: Moose-Wilson ETS, P. 0. Drawer 170, Moose, Wyoming 83012-0170

Dear Acting Superintendent Schneider:

Comments on Notice of Intent to Prepare a Comprehensive Management Plan for the Moose-Wilson Corridor, and EIS, 78 Federal Register 78559-60, December 6, 2013: Mardy Murie winced at my speed as I raced up the Moose-Wilson road once to carry her from one meeting near Wilson to another at her house. About Thanksgiving 1977 my son decided his newly-bought 1950's Jeep pickup could get through to Moose even after the Park had closed the road for the winter with a tall snowbank. It took a large SR bulldozer to pull his Jeep back off the snowpile. Frank Galey once invited a group of his schoolmates, which happened to include me and Laurance Rockefeller, to a tranquil evening's drinking up the Moose-Wilson Road at his Whitegrass Ranch. Many folks in the Valley have warm personal histories with that road. Nonetheless, for National Park management decisionmaking those anecdotes must be viewed as the past, not the future.

Following are comments on the "Scoping" process announced by the National Park Service in the Federal Register at 78 FR 78559-60, December 6, 2013, on development of a Comprehensive Management Plan (the "Plan") for the Moose-Wilson Road corridor (the "Road"), and the anticipated Environmental Impact Statement for the Comprehensive Management Plan.

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

I have worked with the National Park Service ("NPS") on Grand Teton National Park ("GTNP" or "Park") management issues since the early 1970's, including snowmobile management at the Potholes and efforts to manage the Jackson Hole Airport to reduce its damage to Park values. For many years I participated as a volunteer leader in ascending roles with the Sierra Club, from local group to state Chapter to six years on the National Board of Directors. With Stewart Udall chairing my Board, I organized Mineral Policy Center in 1988 and worked with Yellowstone National Park to stop the New World Mine near Cooke City. These comments are submitted by me as a concerned individual, not for any organization. These comments are submitted timely according to the Notice published in the Federal Register at 78 FR 78559-60 on December 6, 2013, as amended by NPS public announcement issued by GTNP on 6Dec20 13.

NEPA and Public Process Defects:

The National Park Service has failed to make relevant information available to the public as promised in the 6-Dec-20 13 Federal Register Notice. The online information site announced in the Federal Register, "[http://parkplanning.nps.gov/Moose Wilson](http://parkplanning.nps.gov/MooseWilson)," redirects a user to a different NPS address and website. That web site does not contain useful back ground information or foundation documents regarding GTNP management or the proposed action. Many of the information tabs on that incomplete NPS site do not contain any documents or links. I had to telephone the Park office to find the online source for the Park's March, 2007 Record of Decision approving a Transportation Plan.

The 6-Dec-20 13 Federal Register notice merges the NEPA analysis process with the Park Service need to develop a management plan for the Moose-Wilson road corridor. The two should not be merged. It is impossible for the public to provide informed comments on the "Scope" of a NEPA analysis when there is no specific federal action proposed. Additional scoping comments should be invited for the EIS after the Management Plan is drafted.

Despite my view that this NPS process violates the requirements of the National Environmental Policy Act, please consider these comments as applying to both the "scope" of the NPS Management Plan preparation, and to the range of analysis required in the Environmental Impact Statement announced in the Federal Register notice.

NPS Management Needs for the Moose-Wilson Road

The National Park values of the roadway from Moose, Wyoming, south through Grand Teton National Park to the south boundary have been described by many. As has been noted by the NPS, recent increases in Grizzly Bear use of the vicinity and other natural progressions in the ecology of the vicinity, as well as the creation of the LSR Preserve require the NPS to establish new management rules for the entire area and for travel routes through it.

Over time the Park Service has made the Road easier for automobiles to traverse by progressive increases in asphalt pavement, grading, and use of dust-suppressant chemicals. All of these Park Service actions have had immediate environmental impacts on water quality such as dust suppressants washing into surface and ground waters. These NPS steps have also changed the character of the road. From formerly being unpaved and rough over most of the distance from the junction at Moose to the south boundary of the Park, the road is now improved so that only slightly more than one mile is unpaved. Even that mile is graded and smoothed and treated with dust-suppressants. This cumulative Park Service action has invited more automobile traffic, and now is inviting other wheeled traffic such as bicycles. This was NOT the "previous condition" of the Road, before the Park Service 'largely with no NEPA analysis or forethought' altered its nature.

All uses of the Road corridor, including motorized vehicles, non-motorized vehicles, pedestrian passage, and road

plowing, drainage maintenance, and plant trimming and fencing, must be constrained to prevent damage to other National Park values. This will not be easy.

Retain NPS Management Authority over the Road

The Study must include an assessment of the NPS's current authority to control activities on and alongside the Road, and a commitment to maintain, and if necessary expand, NPS authority to manage the corridor forever to prevent damage to Park values.

The "Statement for Management" for Grand Teton National Park approved by the NPS Regional Director by signature 21 November 1985 contains the following history report:

3. Roadways

a. On August 9, 1955, Congress authorized the Secretary of the Interior to construct a highway in the park to replace U.S. Highway 89 and, upon completion, to enter into an agreement with the State of Wyoming for conveying the highway to the State in exchange for State and county roads within the park (69 Stat. 555)

b. A Memorandum of Agreement of May 5, 1955, between the National Park Service (hereafter referred to as the Service) and the State of Wyoming stipulates that upon completion of the east-side road (U.S. 89, 191, 287, and 26, also referred to as the Jackson Hole Highway) in the park and subject to the enactment of the necessary enabling legislation, the United States Government agrees to convey all of its right, title, and interest therein to the State of Wyoming. The State of Wyoming agrees to convey to the United States of America and its assigns all right, title, and interest of the State of Wyoming and Teton County to the State and County roads, or portions thereof, within the park as may be mutually agreed upon when the east-side highway is conveyed to the State. The agreement also stipulates that the State shall be authorized to use material from convenient gravel pits on park lands as designated by the Superintendent for maintaining the highway. This road has not been conveyed to the State.

c. By Memorandum of Agreement of January 1, 1970, between the Service and the State of Wyoming, the State of Wyoming granted to the United States the right to administer and maintain all roads and highways belonging to the State and County within the park. The Service agreed to maintain all roads and highways subject to the availability of funds. According to the Memorandum, the Service assumed full administrative control of all roads and highways, but cannot restrict use of or charge toll on the Jackson Hole Highway. Traffic control signs and road striping on the Jackson Hole Highway shall conform to State standards.

["Statement for Management / Grand Teton National Park," National Park Service, U. S. Department of the Interior, November 1985; retrievable at Clemson University Archives: <https://archive.org/details/statementformana00teton>]

The Plan should include a commitment to bind future Park managers to preserve all existing NPS management authority. The Plan should commit the NPS to expand its authority if necessary. No future NPS decisions or agreements should be permitted that in any way reduce the NPS' power to control uses and impacts on the Road and its vicinity.

Local Commercial Demands on the Road versus National Park Values

Since the 1950's construction of the new U. S. Highway 26-89-191 east of the Snake River from Moose Junction to Moran, the road through Grand Teton National Park from Moose to Wilson has had minor transportation importance. However, the Road has become a convenient short-cut from Teton Village and the nearby Crystal Springs and other real-estate developments to both the core of the Park, and across the Park to the Jackson Hole

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Airport.

Some Teton County officials have described the Road as a component of the County's transportation system. The NPS cannot allow local residents' convenience to determine the management of the Road.

Study to Evaluate Future Pressures

The Study must assess not only activities and impacts of the Road and travel within the Park, but also future changes in demand outside the Park boundaries. The Study must address how increasing population in developments along Wyoming Highway 390, and increased traffic congestion along that route, will cause greater numbers of vehicles (motorized and non-motorized) to attempt to use the Road, if available.

Wyoming Department of Transportation projections for vehicle traffic and origin-destination studies for at least fifty years into the future should be included in the Study. WyDOT projections of demand and traffic congestion on non-Park roads should be included in computations of the traffic that will attempt to use the Moose- Wilson corridor under increased future pressure conditions. This may require that NPS retain traffic consultants to prepare professional analysis of a type not yet completed, to evaluate the demand pressures that will bear against NPS "soft" management of the Road.

NPS must evaluate how these pressures on the Road will increase if as now appears probable ' the Wyoming Highway 390 roadway is not widened or improved despite increased traffic and congestion. The cumulative impacts of the combination of increased demand and local government decisions to resist accommodating that demand outside the Park must be evaluated in the Study.

The costs to NPS of implementing management procedures to control traffic impacts must be included in the Study. Even if the NPS devises a "soft" management process that could contain the stress of increasing demand and impacts, implementing that process will demand funds and personnel time. The Service does not have funds and personnel to spend on this.

Evaluate Alternatives: Management Options

The Study must evaluate a range of management options to address both the direct use of the Road, and the inevitable increase in pressure from certain users for the Park Service to make the Road and any associated non-motorized paths easier, faster, smoother ' and to plow and maintain those ways through an increasing part of the year to allow transit.

Among those alternatives, the Study should evaluate:

1. Limiting motorized vehicle use to a fixed number of vehicles per day, and to vehicles of an appropriate size.
2. Staffing the South Entrance Station whenever the Road is open, and closing the Road whenever the Station is not staffed.
3. Limiting use of the Road to holders of a special permit. Use of watercraft on Jackson Lake is limited to permit holders; this could be done on the Moose-Wilson corridor as well. Permits, for a one-month duration, could be obtained at the South Entrance Station and the Visitor Center; when the maximum number of permits had been issued, latecomers could queue for the beginning of the next month.
4. Allowing use of the Road from the South Entrance and the Moose junction only to the Laurance S. Rockefeller Preserve. No through-traffic would be permitted, except emergency vehicles and NPS administration.
5. Closing the Road to private motor vehicles altogether from the South Entrance Station to the Murie Ranch junction. Park concessioner shuttle buses could carry visitors to intermediate points, as is done at Denali, Grand

Canyon, and other NPS Units.

Evaluate Cumulative Impacts of Non-Motorized Paths

The travel way from the South Entrance to Moose has historically been limited to a single narrow winding rough, formerly mostly unpaved, difficult way. Any approval by NPS of any construction to ease the passage of vehicles across that land will attract increased use, which will increase the pressure for more construction and more impact on Park values.

This also applies to the construction of pathways separate from the motor-vehicle road. Construction of a parallel pathway for non-motorized travel alongside the Road will both increase non-motorized traffic and will increase pressure for more motorized travel along the corridor. This cumulative impact must be considered before approval is granted for construction of any paths in the Corridor. I recommend that the National Park Service not allow construction of any separated pathways. If non-motorized users feel the motor-vehicle traffic along the Road creates a problem for non-motorized use, the solution is to manage all the uses so they can co-exist. NPS should evaluate management alternatives that accommodate all users without expanding the "footprint" of constructed travelways.

Conclusion - Not Another "Airport In The Park"

Grand Teton National Park already contains one intrusion where local business and political forces press the Park Service to accommodate private travel convenience at serious cost to National Park values ' the Jackson Hole Airport. That is the only commercial airport in any Unit of the National Park System. One GTNP sacrifice like that is already too many.

It is the National Park Service's duty to resist pressures that threaten Park values. It is the Service's duty to anticipate situations where, if controls are not established now, pressures will grow inexorably until the Park Service is forced to yield. Firm, prompt, management must be imposed on the Moose ' Wilson Road now. Teton County must solve its transportation desires for itself, not once again attempt to usurp National Park lands and values for its profit and ease.

Thank you for your attention to these concerns. Please keep me informed as the Study and NEPA process advance.

Sincerely,

Philip M. Hocker

cc: Daniel Noon, Chief of Planning and Environmental Compliance, GTNP, via email PDF to: Daniel Noon@nps.gov

Copies to: concerned conservationists

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 476**

[REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Duplicate correspondence. Please refer to correspondence #311.

Correspondence Text

National Park Service
Grand Teton National Park
Attn: Kevin Schneider, Acting Superintendent
P.O. Drawer 170
Moose, WY 83012-0170

RE: Comment of Moose-Wilson Corridor Public Scoping Superintendent's Office

Dear Mr. Schneider:

Thank you for the opportunity to provide input on the Moose-Wilson corridor Comprehensive Management Plan, Public Scoping. This letter contains the formal comments of the International Mountain Bicycling Association (IMBA).

Founded in 1988, IMBA leads the national and worldwide mountain bicycling communities through a network of 35,000 individual members; more than 750 chapters, clubs and patrols; more than 200 corporate partners; and about 600 retailer shops. IMBA teaches sustainable trail building techniques and has become a leader in trail design, construction, and maintenance; encourages responsible riding, volunteer trail work, and cooperation among trail user groups and land managers. Each year, IMBA members, chapters and supporting organizations conduct more than a Million hours of volunteer trail stewardship on America's public lands and are some of the best volunteer stewards for federal, state, and local land managers.

The scoping newsletter asked for comments on: Bicycle and Motor Vehicle Use. What strategies are most

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

appropriate in managing increasing traffic volumes and uses along the Moose-Wilson corridor?

IMBA supports a complete pathway along the Moose-Wilson Road Corridor from the Granite Entrance to Moose. This plan produces a proactive positive approach to improve public safety and allow for safe bicycle access to other recreation sites. The connectivity offered by a complete pathway will serve as both an enhancement of the recreational opportunities in and around Grand Teton National Park and minimize visitor risk by sharing to close proximity of vehicles whose drivers are regularly watching the scenery and wildlife throughout the park instead of observing close attention to other users on the road. The plan to connect 3.5-miles of pathway will help to provide visitors a safe way to immerse themselves in the natural experience under their own power, without needing another motor vehicle.

We applauded the GTNP staff for recognizing the need to consider closing this 3.5-mile gap along the Moose-Wilson Corridor and increase the safety of the parks visitors. We greatly appreciate your efforts to enhance outdoor recreation opportunities and thank you for accepting our comments. We look forward to continuing a productive relationship in the future.

Respectfully Submitted,

Aimee Ross
Advocacy Manager
International Mountain Bicycling Association
aimee.ross@imba.com
303.545.9011 ext 108

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 477**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/05/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter

Notes:

Correspondence Text

Re: Moose-Wilson road

I truly feel the park's mandate is to protect its resources and wildlife. A bike path or facilitating commuter traffic should not be the priority.

Increased traffic and population growth should not force the park to do anything not in keeping with its vision and purpose.

I feel that bicycle use on the road is overstated and exaggerated. People like to bike it but they don't need to. I think the biking community has a voice and power out of proportion to the reality of the situation. It's a popular stance to take to be part of the bike lobby and it sounds green but does the actual usage and the seasonality of the bike path really justify the costs of building and monitoring the bike paths? In the light of all the recent park budget cuts, who bears the responsibility of maintaining the path located within park boundaries?

Once done it cannot be undone. The Moose-Wilson corridor is unique and full of wildlife. I don't think any trees should be cut down. How many have already been cut down for the existing bike path in the park?

I vote for the plan of least disturbance.

A one way road (with no designated pathway) and a one way road back using the open space service road etc. already there seems to be a desirable solution.

Please do not cave in to special interest bike lobbies and commuters who want a shortcut. The Moose-Wilson Road should exist for people who want to enjoy the park as it was meant to be - leisurely looking for the moose, bear,

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beaver, elk and deer that will be impacted and displaced by more traffic and bikers.

Thank you for your consideration.

Brooke Bullinger
P.O. Box 2528
Jackson, WY 83001

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 478**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/07/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Letter post-marked 6 February 2014. Referenced Jack Turner letter located in the attached file.

Correspondence Text

Kevin Schneider,
Acting Superintendent
Grand Teton National Park
Jackson Hole, Wyoming

RE: Moose-Wilson Road

Dear Kevin:

I concur with Jack Turner's letter (enclosed). If the Moose-Wilson road stays a through route it should NOT be paved or expanded, as a roadway or pathway. As a matter of foresight given development pressures noted below, it probably should be closed to through traffic- -both vehicles and bikes.

Some Village area developers have looked at this small road as a potential future expanded route with high traffic volume from Teton Village to the Airport and points North, bypassing Town. Not so long ago, there was a Washington, D.C. lobbying effort with a professional lobbyist hired by Village area developers- -arguing that we already have a "North Bridge" in Moose, so we just need to pave and vastly expand the Moose-Wilson road. To many of us, that would be a travesty. It probably would not help Town businesses either!

It should be closed to through traffic, and any path should be unpaved. We do not need bikes roaring through on pavement. Their paved biking playground is plenty big enough already, and will get bigger with the pending Jackson-Teton Village bike connection. We do not need to pave a through route for them.

Sincerely,

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Peter F. Moyer

Enclosure (Jack Turner letter)
cc w/encl: Village Road Coalition
Wilson Advisory Committee
Jackson Hole

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 479**



Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/05/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Hard-copy letter and attachments provided in pdf files below.

Correspondence Text

February 5,2014

Moose-Wilson Road Planning Team
Grand Teton National Park
P0 Drawer 170
Moose, WY 83012

Subject: Moose-Wilson Corridor Comprehensive Management Plan - Public Scoping Comment

Project: Moose-Wilson Corridor Comprehensive Management Plan (ID: 48252)
Document:Moose- Wilson Corridor Public Scoping (ID: 56561)

Dear Planning Team,

On behalf of Wyoming Pathways, thank you for the opportunity to provide comments on the Moose-Wilson Corridor Management Plan.

Wyoming Pathways is the statewide voice of people who bicycle and walk. Our goal is to encourage safe bicycling and walking ' helping to create thriving communities and enhance public lands across Wyoming. People-powered activities ' like bicycling and walking ' provide many benefits, including efficient transportation and fun recreation. These modes of travel also enhance public health, support economic development, align with the National Park Service management policies, and are keys to reach sustainable tourism and public land access goals.

General Comments

This planning process is described in the scoping newsletter as ". . . initiating planning for the future of the Moose-Wilson Corridor in Grand Teton National Park." However, in the formal listing in the Federal Register, the process is described as preparing ". . . a Comprehensive Management Plan and Environmental Impact Statement for the Moose-Wilson Corridor." It is frankly somewhat of a challenge to provide scoping comments for the start of an EIS process when it is unclear what the nature of the actual proposal is. The Scoping Newsletter asks very open-ended questions, but provides no idea of what specific proposals the Park Service may be considering. In reviewing the NPS Directors Order 12 NEPA handbook, there is consistent reference to the need to have a proposal, and potential alternatives, for the public to comment on. In this case, Grand Teton National Park has started a full EIS with no actual public proposal to comment on.

Wyoming Pathways values early engagement in public land discussions, but in this case it is unclear what proposals may be under consideration. The DO-i 2 handbook states "CEQ recognized that a discussion of, and public input on, options (alternatives) and their environmental pros and cons (impacts) would be valuable in making even broad policy-level decisions." Unfortunately, the Moose-Wilson Corridor Scoping process does not provide such options or alternatives for the public to comment on.

The DO-12 also provides guidance to tier future decisions to existing park planning. In the case of Grand Teton National Park, a detailed Final Transportation Plan EIS Record of Decision was completed recently in March 2007. That multi-year process included significant discussion of the Moose-Wilson corridor, including decisions to build a pathway from the Granite Entry to LSR Preserve, and to realign the northern section of the Moose-Wilson Road along the beaver ponds to shift it east into a less sensitive area. It is unclear as to the status of the decisions made in the existing 2007 plan. We request that the NPS recognize the existing GRTE Transportation Plan ROD and build on the existing EIS with a more narrowly focused plan for the Moose-Wilson Road Corridor.

Park Visitors and User Studies Support Separated Pathways:

The success of the Grand Teton National Park Pathways that connect from the Town of Jackson to Jenny Lake is remarkable and should be considered in the Moose-Wilson Corridor plan. There is a strong desire for visitors to make a loop trip that includes the Moose-Wilson Road and uses the existing pathways in the park and community.

Visitor use studies have been completed by the NPS as part of a million dollar pathway research expenditure show extremely high visitor satisfaction with the new park pathways. Visitors have embraced the new mode of access, and companion pathway/wildlife studies show negligible impacts on wildlife. These visitor studies should be recognized in the Moose-Wilson Corridor plan, supporting the need for pathway facilities in the Moose-Wilson corridor.

Wyoming Pathways would like to specifically note the following two studies, which are attached as part of this comment: Evaluation of Non-Motorized Use in Grand Teton National Park Phase II: Post-Pathway Construction by McGowen, Gleason, and Hansen; and Analysis of Nonmotorized Use in Grand Teton National Park, 2010 by Eric Hansen.

Significant findings in the studies include:

- Non-motorized use increased nearly ten-fold after the pathway was constructed.
- With the pathway, non-motorized travelers felt safer and were more satisfied with nonmotorized travel options in the park.
- The type of non-motorized travelers in the park changed with the construction of the pathway. Proportionally, there were more older travelers, more children, more females,

larger groups and more non-locals.

To quote the Hansen study conclusion,

"...the one major suggestion given by almost everyone riding the pathway; Extend the shared use pathway. People love the pathway and want it to go farther. People want to get out of the car. People want to feel Grand Teton National Park. On a bicycle it blows in your face, it can be smelled, it is seen unobstructed, and the slower pace allows time for it all to soak in."

Grizzly Bear Scare Unfounded:

One area of concern to Wyoming Pathways is the increasingly over-stated concern that grizzly bears may pose a special threat to bicycle and pedestrian visitors along a Moose-Wilson pathway. One would think that cyclists are a special food bears seek. The truth is, bears are common in many areas of Grand Teton National Park, the surrounding National Forest, National Elk Refuge, and on private lands in Teton County. Visitors, including cyclists and pedestrians, safely enjoy millions of trips in bear country every year with overall very low incident of conflicts. It would be inappropriate to treat bicycle and pedestrian use along the Moose-Wilson as somehow a more dangerous activity than other types of visits. Park visitors - including cyclists, pedestrians, and people in vehicles - enjoy many other areas of Grand Teton where bears are frequently present, and there are no cases of bear-bike altercations on record in Grand Teton National Park. In a recent search of fatal bear attacks in North America over the past 100 years, it is clear that bicycles and bears are not in any way a major problem.

The park does a good job with education and minimizing conflicts between people and bears, and this should be the approach along Moose-Wilson. Should the NPS be concerned about bear-visitor encounters, it would be more appropriate to develop a park-wide plan to minimize human-bear conflicts. Its not appropriate to single out the Moose-Wilson for bear conflicts when grizzly bears and people can be seen in close proximity at Oxbow bend, Signal, Jenny Lake, Beaver Creek, Moose park headquarters, along US-29/89, numerous other frontcountry locations, as well as potentially along any of over 200 miles of hiking trails in the park.

Recommended Purpose and Need:

Wyoming Pathways views a well-defined purpose and need as critical elements of the NEPA process, and the public must be provided an opportunity to help shape those. Towards that, we request that this seemingly premature scoping process be continued with the public, and that the NPS offer additional scoping comment opportunities once an actual proposal is developed. It would fail the public NEPA process for a draft EIS to be created before there is even a scoping proposal that includes a purpose and need, and proposed actions or alternatives.

There is a need to provide long-term management of visitor access along the Moose-Wilson Road to maintain a positive visitor experience. There is a need to maintain historic public road access, along with the need to add a bicycle and pedestrian pathway along the Moose-Wilson Road to offer safe access for these users, and improve the visitor experience while protecting park resources.

The purpose of the project should be to develop adaptive management policies to manage traffic along the Moose-Wilson road in a manner than maintains the visitor experience,minimizes traffic growth, reduces vehicle impacts on wildlife resources, and allows continued two-way traffic. The purpose of the planning process should reaffirm the current Transportation Plan that calls for a realignment of portions of Moose-Wilson Road to separate vehicle traffic from sensitive wildlife habitat. The road realignment should also include designated pullouts and wildlife viewing areas so visitors can continue to safely view moose and other wildlife in the area. The purpose should include the pathway from Granite to LSR envisioned in the current Transportation Plan, and expand that pathway to connect to Moose.

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Wyoming Pathways supports a complete pathway along the Moose-Wilson Road corridor. We further support maintaining the slow, rural character of the existing road while providing safe access for bicyclists and pedestrians with a complete pathway. The 2007 Transportation Plan EIS includes a 3.5-mile pathway approved from the SW entrance to the LSR Preserve; however there is a need to close the remaining 3.5-mile gap from LSR to Moose, which completes a larger 30-mile loop. There is a significant latent demand and need for a complete pathway due to safety concerns for children, families, visitors, and residents who are biking, hiking, walking, or operating a wheelchair. This latent demand is shown on the Jenny to Moose Pathway Study, where use increased 10-fold once the pathway was an option.

We would ask the park to prioritize public safety and add a complete pathway from the Granite Entrance to Moose - connecting to the incredibly successful and widely celebrated Grand Teton National Park and Jackson Hole Community pathway systems.

Open ended National Park Service Questions:

Question 1: What do you value most about your visits to the Moose-Wilson corridor and why?

- Bicycling, walking, and cross-country skiing along the road to visit the park and experience the park, safely view wildlife and be in nature.
- Two-way public motor vehicle access along the Moose-Wilson corridor to visit the park.
- Slow speeds and the narrow, unimproved nature of the road that naturally calms traffic flow, and as a result has very low accident rates between vehicles and wildlife compared with the main US-26/89 Highway or the Teton Park Road.
- Preservation of historic access and public experience of the road corridor that gives an opportunity for the public to experience this part of Grand Teton National Park.
- Access to public trailheads at Granite Creek, LSR, and Death Canyon.

Question 2: What do you think are the most important issue affecting the Moose-Wilson corridor? Issues can be concerns, opportunities, or topics needing further discussion.

- Historic two-way access should be maintained with the addition of a complete pathway for safety for non-motorized visitors.
- The pathway approved from the Granite Entrance north to the Laurance Rockefeller Preserve should be extended from LSR to Moose, so that cyclist, hikers and vehicles are not in conflict. Moving the road in the north section provides an ideal time to also create a pathway alongside.
- A pathway addition does not mean developing or improving the road, it simply means that bike and pedestrian use that is already happening will be safe.
- Smartly planned pullouts for wildlife viewing should be added that allow visitors to walk along the pathway and watch wildlife outside of their cars.
- Keep the road corridor narrow and unimproved, but add a complete pathway for safety of cyclists and pedestrians. Maintaining the historic width and curvilinear nature of the Moose-Wilson Road (current width is 18-20') is an important issue to keep vehicle speeds low. Any road realignments must maintain this historic width.
- Its important to offer safe opportunities for people to get out of their cars and on bikes or to walk' this can alleviate traffic numbers and improve the visitor's experience.
- The park should work more collaboratively with Teton County, Town of Jackson and Teton Village to integrate and use transit solutions and transportation demand strategies to reduce vehicle use throughout the park, including the section from Teton Village to Moose, provided that transit is a part of a larger transit system that connects the park and community and which provides quality access for park visitors.
- Develop adaptive management measures to maintain low vehicle numbers through coordination with the Jackson

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community on transit, TDM, and pathway development.

Question 3: Do you have any comments about the fundamental resources and values for the Moose Wilson corridor as described in the newsletter?

Actually, a majority of fundamental resource issues in the Moose-Wilson Corridor have been resolved over the past 20 years. This suggests that the Moose-Wilson planning process should be narrowed to focus on the remaining road and pathway access and safety issues. Major issues already resolved include:

- The JY Ranch has been successfully transferred to the National Park Service;
- The future use of White Grass Ranch has been determined;
- The Army Corps has upgraded the levee access road and bridge over Lake Creek and with the NPS determined the necessity to maintain the Snake River levee;
- Numerous historic roads and some trails have been removed from the corridor.
- Many former private properties such as the Hartg rave place, Resor properties, and most recently State of Wyoming Lands in the Moose-Wilson corridor have been acquired by the National Park Service, enhancing current land protection in the corridor to the best level ever.
- Wildlife is thriving in the corridor.

Question 4: What aspects of the Moose-Wilson corridor do you hope will continue into the future? What changes would you like to be made in the corridor for the future?

- Historic access should be maintained with the addition of a complete pathway for safety. The Moose-Wilson Road is a historic two-way facility used by visitors long before the creation of Grand Teton National Park ' that history and access should be respected.
- The Moose-Wilson Road has been determined to be eligible for the National Register of Historic Places by the Wyoming State Historic Preservation office. That historic character includes the two-way access and should be maintained along with the addition of a complete pathway for safety.
- One change recommended is that the National Park Service and Grand Teton National Park need to take a more proactive role in creating on a collaborative working relationship with Teton County, the Town of Jackson, and Teton Village. The local government partners share the parks interest in creating safe, sustainable and convenient public access to Grand Teton while protecting park resources for future generations. The local governments are strong supporters of Grand Teton National Park, and can assist the park in managing public access and minimizing impacts.
- The possible addition of transit, planned in context with a community START bus and Grand Teton National Park transit system, could be considered. There are significant resources in the community that could be developed in collaboration with the NPS.
- Transportation Demand Management strategies should be incorporated in the adaptive management plans which can help manage use and access demands.

Question 5: What other comments or suggestions do you have?

- Narrow the scope of this EIS to the road corridor itself, which is approximately 7 miles of roadway from the Granite entry to Moose.
- Shorten the time and reduce high cost of the EIS by tiering it off of the 2007 FEIS and Record of Decision on the Grand Teton National Park Transportation Plan.
- The planning process for the Moose-Wif son Corridor needs to incorporate the interrelated nature of public access needs for park visitors. The main highway from Jackson to Moose and the Moose-Wilson Road are both critical components of the park and community transportation systems. Changes that would restrict access to the Moose-Wilson corridor would have potentially significant negative impacts on other park roads and resources as well as to the community. Transportation systems are in some ways similar to natural systems; changes to one area can impact other areas with negative consequences.
- It is critical to note that the Moose-Wilson Corridor is not an isolated canyon, but a connected part of the larger

Jackson Hole area. Its not just the 10,000 acres that are environmentally important, nor just the remaining 300,000 acres of Grand Teton National Park, but the entire landscape of Jackson Hole that includes the park, parkway, forest, refuge, and many protected private lands.

- The National Park Service should recognize, use, and include, the social science user studies that have already been completed on the park pathways. The results are highly encouraging ' visitors using the pathways felt safer; they were more diverse ' more women, children, more non-local visitors.
- The results of the pathway user studies are exceptionally encouraging when compared to the NPS vision "A Call to Action ' Preparing for a Second Century of Stewardship and Engagement". The first of four themes is "Connecting People to Parks", with goals to "Expand the use of parks as places for healthy outdoor recreation that contributes to people's physical, mental, and social well-being," and "Welcome and engage diverse communities through.. .experiences that are accessible to all." Clearly, the Grand Teton Pathways are helping the Park Service achieve its mission now and looking forward to the next century of protecting and enhancing our National Parks.

Thank you again for the opportunity to comment. Please continue to keep Wyoming Pathways informed on the next steps in this planning process.

Sincerely,

Tim Young
Executive Director

Attachments:

1. Evaluation of Non-Motorized Use in Grand Teton National Park Phase II: Post-Pathway Construction by McGowen, Gleason, and Hansen, September 2012
2. Analysis of Nonmotorized Use in Grand Teton National Park, Eric Hansen, 2010

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 480**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter

Notes:

Correspondence Text

To Whom It May Concern:

I am writing to you in support of the construction of a complete pathway along the Moose-Wilson corridor in Grand Teton National Park. Providing safe access for hikers, cyclists, wheelchairs, and walkers to enjoy our local gem of a national park while preserving and ensuring the protection of its natural resources should be one of our highest priorities as a local community and a nation.

First and foremost is the issue of safety: In 2010 4,280 pedestrians and 618 cyclists lost their lives on our countrys highways and byways. 70,000 pedestrians and 52,000 cyclists were injured on our roadways in the same year. The total cost of pedestrian death and injury among children (ages 14 and younger) averages \$5.2 billion (yes, thats billion) annually. The total cost of injury and death in accidents involving cyclists is over \$4 billion dollars annually. Please refer to www.pj2jceinfo.org for an overview and sourcing of these metrics.

Second, our national (and now international) obesity epidemic is threatening the health and well being of our populous as well as that of our economic system. According to the CDC over 35% of adults in the United States are obese. This is costing us \$147 billion dollars annually. Hey, theres that billion word again! Greater than one-third of our children and adolescents are overweight and obese. The incidence of obesity has doubled in children and tripled in adolescents in the past 30 years.

Third, our parks need revenue (aka: visitors) to remain open and viable and to serve their mission and preserve our natural resources. The recent issues with sequestration, I believe, hit this topic home all too well.

As a nurse anesthetist who has worked in 27 states in the intensive care units, trauma bays, emergency and operating rooms of 42 different hospital organizations, I witness firsthand the tragedy of preventable accidents and the devastating toll that obesity is taking on individuals and our nation; its heart wrenching to know that that vast majority of it is completely preventable. The Moose-Wilson pathway is one of the parts of the puzzle that will help prevent accidents as well as encourage people to get out of their cars - move - engage with their environment -adopt a healthier lifestyle and develop a greater appreciation for our natural resources. It may seem like a very small piece of the puzzle but its like a pebble dropped into a pond - the ripple effect can be profound.

If you want to realize the effect that one person and one initiative can have check out <http://www.youtube.com/watch?v=UeGUi> and

www.thiscityjsgpjj3gonadiet.com. Oklahoma City Mayor Mick Cornett got a wake-up call about his own health and that of his community. The residents of his citycollectively lost 1 million pounds and reversed an economic downturn. Why not

make Grand Teton Park the nations beacon for health, safety, and economic viability? Wouldnt that be fabulous to see on a TED video!

Anecdotally I will tell you that the current pathway system in our community and in Grand Teton National Park is already attracting visitors. Ive been a hostess to house people travelling by bike on www.warmshowers.org for several years now. Rarely a day goes by in the summer season now that I do not have a request from cyclists for a place to stay. Many of these visitors return in subsequent seasons and they all recommend that their friends and family visit Grand Teton National Park and Jackson Hole. These cyclists are very active on social media - they blog about their trips and use Twitter and Facebook to share their wonderful experiences and photos of our area. They are potentially reaching thousands, if not millions (ok, thats not billions...) of people who are our potential future visitors, customers and friends. One visiting cyclist from China this past summer was so inspired by our community that he had me video his proposal of marriage to his girlfriend from our GTNP bikeway at the base of Tetons. I wonder how many views that got in Beijing?

As a community and a national park we have a unique opportunity to serve as a role model for the rest of the country, if not the world, to prioritize health, safety, and the enjoyment and preservation of natural resources. The Moose-Wilson pathway is much more than a short black ribbon of asphalt; its an expansive open invitation to the world to join our park and our community in these initiatives. The Axelrad family has the foresight, courage, and generosity of spirit to take the spark that was their daughters precious life and use it as the ignition source for the development of our parks current pathway. Lets have the courage and the gratitude as a park and a community to pick up that torch and celebrate Gabriellas life and our lives by approving and building a pathway along the Moose-Wilson corridor. Go ahead, I invite you to throw that pebble into the pond and watch that ripple!

Please accept my thanks for taking the time to consider this project, invite community involvement and comment, and in considering my individual comments. I look forward to our new pathway connecting Moose and Wilson!

Best regards,

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 481**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter

Notes:

Correspondence Text

Re: Moose-Wilson Road Corridor Comprehensive Management Plan - response to scoping invitation of December 6, 2013

To whom it may concern,

Thank you for soliciting public input about the Moose-Wilson Road corridor. I value this chance to directly participate in planning future management, resource conservation, and improvements in this special area. While I hope my comments are useful, I admit they do not explicitly answer the ten questions the scoping document for this NEPA process offers. I hope my implicit answers to those questions are nonetheless helpful. I had the good fortune to live in a homesteaders cabin along the Moose-Wilson road for parts of the years 1978-1980, when I was a teenager. In the subsequent 33 years I have often ventured both to and through this part of Grand Teton National Park for recreation, proximity to wildlife, convenience, and repose. I have waded through some of its bogs, stumbled up and down a few of its terraces, watched a sandhill crane shelter a nested egg in a cold spring snowstorm, skied its open glades, drunk its fine water, celebrated the wedding of two friends, introduced my children to places of sublime beauty, watched tourists watching everything from beavers to bears, run miles and miles on its roads, walked its paths, bunny-hopped my bicycle over frost heaves in the road, walked with my now-elderly father and his grandchildren to the old Whitegrass dude ranch buildings and listened for bugling elk in the adjacent meadow, ski-hauled a winter sled loaded with picnic supplies and a camp stove for a special lunch with my in-laws while overlooking Phelps Lake, dodged porcupines on the warm early nighttime mid-summer roadway, observed everything from hummingbirds to kestrels flitting here and there, and been lost in a dense fog in doghair timber; like many Jackson Hole locals and National Park employees, those experiences are just the start of it.

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The notes that follow correspond to distances along the Moose-Wilson Road, starting at the welcome sign by the Granite Canyon entrance station in the Parks southwest corner. The sectors are distinguished from each other by vegetation, topography, or other features as noted. For each sector, I offer questions for further consideration. While I don't expect anyone to draft specific answers to my particular questions, I hope the format of using questions to think about this corridor and foreseeable changes to it will be helpful. The central challenge of siting a non-motorized access pathway in this part of Grand Teton National Park is maintaining a respectful balance between human needs for connection to nature and safety, wildlife needs for security, and the avoidance of ultimately adverse injurious or lethal encounters between people, vehicles, and wildlife. I believe the National Park Service, with its local expertise at Grand Teton National Park, its specialists at the Denver, Colorado NPS Service Center, and its contractors, consultants, partners and advisors, can and should meet this challenge by building a separated non-motorized pathway from the southwest entrance station near Granite Creek to Moose.

These comments address the challenge of finding that balance by presenting descriptions of each of seven serial corridor/roadway sectors and posing questions that may help the National Park Service and the public consider reasonably site-specific concerns and solutions. I offer these notes in place-based sequential format in hopes of being helpful while avoiding some of the social and environmental partisanship and ideological argument that obscures practical perceptions of the real places that make up the Moose-Wilson Corridor. Field observations help inform good park management. What this comment provides in landscape specificity it lacks in all sorts of other dimensions, from cumulative impacts analysis to socio-economic considerations to regional vehicular traffic distribution and growth forecasts. I trust you'll engage those disciplines as needed.

These comments focus on the prospect of a new pathway proximate to the existing roadway. Although the scoping materials issued by GTNP don't have a proposed action, one would have to have lived in a dark cave for the past nine years to not know that the prospect of putting a non-motorized pathway in this special area is the reason for this engagement of another National Environmental Policy Act process.

The comments accept as existing conditions the following:

- " the current roadway already penetrates a variety of habitat types,
- " a mix of wildlife species already coexists with active human use,
- " motorists, bicycle riders, hikers and horseback riders are among the current users,
- " changes in human use have occurred in the past 7 years, (e.g. opening up of LSR facilities and increased use of nearby trails, and increased use of existing roadway by both motor vehicles and bicycle riders) since the 2007 RoD, with simultaneously rich, active and concurrently increased wildlife habitat occupation and use, notably, per some assertions, by grizzly bears.
- " bikers, horseback riders and bicycle riders are currently using the Moose-Wilson corridor with a certain amount of risk to their own well-being from possible surprise encounters with wildlife, particularly black and grizzly bears, moose, elk and the occasional mule deer; bicycle riders on the shared-use Moose-Wilson Road are at risk of harm or death from collisions with motor vehicles.
- " expert bicycle riders already enjoy the Moose-Wilson road on a routine

basis and probably have less to gain by the establishment of a separate pathway than do other, less expert non-motorized travelers. Less confident bicycle riders, including the great majority of national and international visitors who might be tempted to travel in this area via non-motorized means, tend to avoid it because of the obvious perils it presents to their safety. It is this latter constituency, the people who are the vast majority of National Park visitors, and not the strong local and visiting cyclists, for whom the contemplated pathway improvements should be principally considered.

" our nations investment in pathways on and through federal lands from Jackson to Moose to South Jenny Lake is a growing success. Systematic rider counts and interviews with bicycle riders already show strong public use and enthusiasm by diverse demographics for National Park experiences along these pathways. (Hansen 2010-li, McGowan et al 2012, on file with author). That success was not apparent when the 2007 GTNP Transportation Plan and Record of decision were completed because the pathways had not yet been built. Now that some of the pathways authorized in that paper instrument exist, it is important to acknowledge this changed condition, acknowledge their success, learn from that, and build on it.

" the State of Wyoming, County of Teton, Town of Jacksons and private sectors major investment in pathways on and through non-federal lands from Jackson to Wilson to Teton Village has set the stage for the completion of a grand pathway loop. Some of these segments were no more than lines on maps - publicly approved aspirations - in 2007; in the intervening years, local residents have twice overwhelmingly voted to tax themselves, for millions of dollars, to bring these lines off the maps and into reality. That is a changed condition from 2007 that warrants respect.

Sector 1: Southwest Entrance Station of Grand Teton National Park (starting at GTNP welcome sign, before entrance station) to Granite Canyon Trailhead and Parking Area - 1.08 miles

This 1.08 mile sector first presents 0.9 miles of open sage. A pathway east of and proximate to the existing roadway through the sagebrush will separate motor vehicles from non-motorized pathway users. Is it possible to route a separated pathway around the parking and staging area commonly used by horseback riders at the OE/Seligmann private property access road across from the southern terminus of the Poker Flats Loop road? Some distance here, a spatial buffer, rather than a through-way, would seem

necessary to minimize the risk of foreseeable horse-pathway conflicts. The 0.9 miles of sage meadow habitat type terminates at the Lake Creek irrigation ditch. That ditch will require a pathway bridge. Would it be feasible to design and build a pathway bridge here (and at other Moose-Wilson water crossings as they occur) that follows the bridge design aesthetic standards employed in the LSR Preserves lovely bridges? After this water ditch, there is a light copse of mixed aspen and conifer trees for the 0.18 miles that finish the reach at the Granite Canyon trailhead and parking area. Can a pathway here provide clear sight lines for user safety and for minimization of surprise adverse encounters with wildlife? A pathway through the light aspen/conifer stand, (the last 0.18 miles of this sector), will occur immediately proximate to the already frequently used Granite Canyon Trailhead and Parking Area. Will soil disturbance associated with pathway construction and associated clearing likely stimulate new aspen suckering and resurgent growth of currently marginal aspen stands? (Will those pathway-adjacent suckers heave up the pathway if not blocked?) Can disturbed soils be revegetated quickly enough with native seed sources to substantially avoid the establishment of exotic and invasive vegetation? Will the amount of human activity in this locale, presently already significant, likely remain significant, whether or not a pathway is constructed? Will a separated pathway

through this patch of light forest result in undue risks to people or wildlife? Will a pathway of this kind enable people to have healthy, safe and joyful connections with nature and each other?

Sector 2: Granite Canyon Trailhead and Parking Area to Start of First Forested Area - 0.6 miles

This sector gains 96 feet in elevation and loses 19 feet for a net gain of 77 feet. The terrain is gentle and the visibility is good. As is predominant throughout this study area, the aspen stands here are senescent to decrepit, having increasingly marginally persisted through decades of non-disturbance from the historically principal vegetative change agent, fire. Can a pathway in this sector provide both safe recreation for people and a low risk to wildlife of the harm that could come from collisions with people or surprise encounters that engender adverse contact?

Sector 3: Start of First Forested Area to former JY Ranch Access Road (end of gravel, start of new pavement) - 0.65 miles

This sector gains 31 feet in elevation and loses 54 feet for a net loss of 23 feet. The terrain continues to be gentle; the lateral visibility is constrained by the forest, making this a cool, often shaded corridor. As is common throughout some of the coniferous forest portions of the Moose-Wilson study area, there are scattered vestigial aspen trees, short on sunlight and young same-species company due to persistent successional encroachment of conifers. Would pathway construction through this sector have any effect on the diversity of this vegetative habitat and its wild denizens? Would it be possible to construct a separated pathway within 150 feet of the existing road through this forested sector in such a way as to allow motorists the general perception of isolation and solitude that many now value as they drive through this section of roadway? Might a separated pathway through here provide pathway users with, more or less, a similar perception of isolation? Would a broad, wide clearing that might accommodate both the existing road and an immediately adjacent pathway on a single broad swath ruin the quiet, rural feel of this reach for both motorists and non-motorized travelers? Would a wide swath approach to pathway construction here, (e.g. no intermediate strip of forest between motorway and pathway) increase sight lines in ways that might encourage motorists to travel at higher rates of speed, and change the slow-moving motorized saunter that so many visitors seem to cherish here? Can a pathway be designed that will be mostly visually separate from the roadway, and still be close enough to the existing road to minimize the effects of habitat fragmentation for certain sensitive species of wildlife for which that may be a concern?

Sector 4: Former JY Ranch Access Road (end of gravel, start of new pavement) to Lawrence S. Rockefeller Preserve access road junction with existing Moose-Wilson road - (the back way on the levee access road, not the existing hilly route) - 1.33 miles

This sector gains 97 feet in elevation and loses 151 feet for a net loss of 54 feet. Its maximum uphill gradient is 0.5%, and its steepest downhill gradient is 3.7%. It is markedly gentler than the existing hilly 1.11 mile paved roadway section, which, when travelling northeasterly, gains elevation at up to a 4.6% gradient and loses elevation on the steep hill just before the LSR junction at about 7.9% (short portions are steeper than that). The first 0.33 miles of this back way sector (sometimes referred to as the levee access road) passes through mature open forest; the remaining 1.0 mile of this sector is largely in open sage, with a handful of nearby senescent narrowleaf cottonwood stands (and hard-to-find-if-any juvenile cottonwoods), and periodically dense thickets of hawthorn bushes. It is visually spectacular, with periodic access to clear slow moving

surface water and profound views (when looking east, at the 0.25-0.35 mile area) of the western flank of the Gros Ventre mountains and (when looking west, entire stretch) of the cracked granite books that define the entrance to Death Canyon. If one suppresses an appetite for woody vegetative age-class diversity, this is among the most beautiful terrain in Grand Teton National Park, in Jackson Hole, in the United States, and in the world. The existing tortuous 1.11 mile roadway is a highlight for strong bicycle riders, whose fitness and bike handling skills are tested on the hills and turns, but its sharp curves and steep pitches may pose higher risks for unwanted encounters with dangerous wildlife than is likely to occur on the back way. Do you see this the same way? Would a new pathway on the back way result in a net gain in human safety and related avoidance of management-related wildlife removals (e.g. destruction of bears that may have the misfortune of having mauled or killed bike riders who suffered the misfortune of being mauled or eaten)?

Sector 5: Lawrence S. Rockefeller Preserve access road junction with existing Moose-Wilson road to former Hartgrave place (now entirely reclaimed, and marked, in winter, by a private parking sign along the roadway for approximately six cars belonging to the few local residents and their guests) - 1.09 miles

This sector gains 110 feet in elevation and loses 41 feet for a net gain of 69 feet. It is similar in its pathway and other management considerations to sector 3, except where it enters the open glade west of the old Hartgrave place. There, the forest edge, nearby surface water, grazing and foraging abundance, and other habitat features have made this an attractive area for coyotes, elk, moose, and the occasional black or grizzly bear. Can a pathway be sited through this reach that respects wildlife security, acknowledges wildlife resilience and the ample proximate supply of safe and rich non-wintertime habitat for the aforementioned species, and provides for the enjoyment, exercise, education, and rejuvenation of human visitors that are core purposes of national parks in our country? Can the existing roadway be left as is, and a non-motorized pathway be sited to the south/east, in the lodgepole thicket, away from the vegetative transition zone at the base of the rising slope, near but not directly adjacent to the travelway for cars?

Sector 6: Former Hartgrave place (now entirely reclaimed, and marked, in winter, by a private parking sign along the roadway for the few local residents) routing past the Bettys place overlooking the Snake River bottomland to Sawmill Pond overlook (and abandoning/reclaiming the twisty wetland & beaverpond section of roadway) - 1.55 miles

This sector gains 138 feet in elevation and loses 128 feet for a net loss of 10 feet on terrain that is generally flat to 2.4% in steepness. One might bemoan the loss of both vehicular and non-motorized access to the wetlands, beaver ponds, shade, windbreak, dips and turns of the road, the happy tourist wildlife jams that have their own spontaneous excitement and charm, and the general intimacy of the existing 1.39 miles of road when its realigned replacement is constructed. Such nostalgia will be hard for me to shake, but the alternative route will be tremendous in its own right. The views of the southern peaks of the Teton Range on the horizon are foreclosed along the existing alignment, but they are enormously impressive from the set-back of a new, southerly alignment. The high peak vistas are offset by mid-ground views of the rising Huckleberry Ridges intermittent forest, and in front of that, by sage meadow and ponded wetlands. Whats not to like about that? Would a pathway and realigned roadway project here include funding to bury the powerline that now scars this scene? Would

burial of this powerline and removal of its poles deprive some raptors and passerines of perching sites and reduce the vertical habitat diversity and security for avian residents and travelers in a meaningful way? Would a separated pathway here increase the safety of motorists, bicycle riders and wildlife by giving everyone more time to see and react to each others presence? Might there be a vehicular pullout or two that might afford shorthike access to the wetlands for wildlife viewing, and satisfy the photographers impulse to capture the beauty of this scene in a picture? Can the existing Sawmill Pond overlook parking area be better segregated from the roadway to make ingress and egress safer for motorists? Will disturbance of the mixed conifer and remnant aspen forest proximate to that overlook have any effect on vegetative succession? Will a road and proximately separated pathway through this small patch of light forest between two landscape terraces, where ungulates often bed down at night, and black bears meander at will, push these animals elsewhere? Will localized displacement of this sort have material bearing on these animals summer-time weight gain, family life, and general well-being?

Sector 7: Sawmill Pond overlook down the dugway and over to the Chapel of the Transfiguration road - a partial realignment - est 1.75 miles

This route would follow the existing roadway alignment from Sawmill Pond overlook to the dugway, and down its guesstimated forty feet of steepness, but instead of the sharp right at the bottom of the hill, the road would be realigned more or less straight through the sage flats to intersect with the Chapel of the Transfiguration access road. The traverse of the terrace via pathway, at a gradient that meets reasonable standards for general public tolerances and needs, will present a challenge to the NPSs civil engineers. Can this be done? This re-route would allow the NPS to tally, collect entrance fees, and offer educational resources to the thousands of Moose-Wilson Road travelers who annually take the road from Moose to Wilson and never pay a fee or encounter an entrance station ranger. That change will be an unwelcome loss of freedom and convenience for me and many other people, but it is probably in the best interests of public education and park management. This realignment will avoid having a road pass through the 0.39 mile section of mixed light forest from the shallow drop down a small terrace to the forested lower elevation plane that curves around toward the Murie Center access road and the intersection with the inside GTNP road. Will the relocation of this 0.39 mile section of road from current mixed forest to the open sage flat have any favorable or adverse effects on wildlife, particularly the abundant mule deer and less numerous moose that reliably favor this mixed forest haunt? Will any of those effects be significant enough to be measured in population or local species-grouping units?

Other:

Whitegrass and Death Canyon access - The old Whitegrass buildings have received a significant investment of public dollars and expert restorative carpentry. What plans exist to accommodate visitors who may wish to see these restored buildings? Is any vehicle parking planned to host the cars of these visitors? Will visitation to this locale unduly endanger park visitors because of possible encounters with bears? Should visitation to this site be promoted at all? The current distribution of trailhead vehicle parking is a summertime junk show. That has its own do-it-yourself, park-with-nature appeal, but is it the best the NPS can do for the resource and the visitors to this part of the park?

Winter parking - Is the current wintertime parking allotment at the road-closed gate by the Whitegrass road sufficient to meet the demands of back-country and front-country skiers, snowshoers, and road walkers? Where and how might additional parking be

located? Does it make sense to expand the often insufficient winter parking at the Granite Canyon trailhead?

Domestic dogs in the winter - Is the current winter pilot project of allowing domestic dogs to join their masters, on-leash, working? Is the educational and material support of the doggie-do pick-up bags succeeding? It seems like it is; I hope it will continue.

Teton Village - Can a local bus transit system be forged with community partners based at Teton Village? Apparently leaders at the Jackson Hole Mountain Resort have been, and might still be, more than willing to cooperate with GTNP on a project of this nature.

Can the NPS develop a mini-visitor center at Teton Village to use that site as a place to welcome people and orient them to the park? Might a joint NPS-private sector visitor facility at Teton Village remove some of the visitation pressure from the already-over subscribed experience of the LSR headquarters building and its necessarily constrained parking?

Public education - Does the National Park Service have sufficient expertise and capacity to adequately educate people who might not have a long-time local persons respect for wildlife and personal safety as they travel outside of a car on a separated non-motorized pathway through the Moose-Wilson corridor? Is non-motorized travel here inherently too dangerous for the general public? Does the public want 'mountains without handrails'? (With thanks for Sax, J. for that enduring phrase). I sure do. Should the best seven miles of Jackson Holes grand loop pathway be suitable only for expert bicycle riders? I hope not. The Moose Wilson Road corridor is a national treasure. It should be shared with a broad cross-section of our fellow citizens and international guests, young and old, fit and otherwise, alone and with friends, free from the confines of motor vehicles, as an experience to light and sustain the fire of love between people and our wild world.

Thank you.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 482**

[REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 02/06/2014	Date Received: 02/06/2014
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter
Notes:	

Correspondence Text

Dear Kevin:

The Grand Teton National Park is one of America's finest assets held within the National Park System. As I read the attached "Mission and Guiding Principles" of your agency, I am disappointed that many key elements to your mandate are not being carried out within your Park regarding the expansion of pathways.

Teton Village has been a southern gateway to the Teton Range and The Grand Teton National Park since its inception. Pathways have been accepted within your borders with praise, and are a wonderful acknowledgment to the way America recreates today. A pathway from Teton Village to the Laurence Rockefeller Preserve was studied and approved in 2007, however not built. This is an important expansion to your Park and what your citizens wish.

Safety is my greatest concern, and riding on the existing road corridor is extremely dangerous. My wife and I are deterred from experiencing this section. Gabriella Axeirad's death is a grave reminder.

Protection of habitat remains an important principle we all want to acknowledge. Having the road and pathway further to the East of the existing roadway meets this requirement. Trails in this sagebrush location will greatly diminish any animal encounters.

I recommend your organization work closely with federal, state and local elected officials in "Productive Partnerships" as your guiding principles outline.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 483**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/05/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Please see attached pdf of correspondence for text

Correspondence Text

As an association of conservation-committed individuals and business people, we are appreciative of the opportunity to submit comments that we hope are meaningful in your environmental impact scoping for the Moose-Wilson Road Corridor.

North and Southbound Access

What is meaningful, it is not vital, but Teton Village is public safety and continued 2-way access to Grand Teton National Park. Two-way traffic necessitates slower traffic than one way traffic and maintains a safer environment for both vehicles and wildlife. The Moose-Wilson Road has a 100 year history as a road for the public to use to access this southern area of what is now (GTNP). We hope you reject any scoping that would close the Moose-Wilson road. North and Southbound access needs to be maintained. We wish to submit for the record the attached legal opinion reviewing the public rights that exist on the Moose-Wilson Road. We strongly urge you to use this opinion as you consider alternatives.

Narrow Road, Slow Speeds

We share the community's strong view that the Moose-Wilson Road's unique character be maintained as a narrow, slow, rural road. The recent Road Safety Audit supported the fact, based on data, that accidents on the road are few. It also appears that accidents involving wildlife are few. RSA unanimously recommended a pathway along the length of the road to mitigate the potential of vehicle-cyclist accidents. We agree.

Complete Pathway

A complete pathway makes good public sense. Reducing traffic is the outcome of a complete pathway. People getting out of vehicles and into nature via their own active motion will reduce vehicles on the Moose-Wilson road. Importantly it will also keep GTNP's visitors safer, as the RSA outlined.

What is important to emphasize, is that the cycling use on the Moose-Wilson Road is not new use - it is existing use. With the increase in pathways throughout Grand Teton National Park and Teton County, cycling and pedestrian use is increasing and needs to be planned for safe use. The use exists, and a pathway will make that use safe. Currently it is extremely dangerous for children, families, older, or inexperienced bikers to be moving in a constrained corridor with vehicles. The 7 miles of missing pathway creates a dangerous road use and a pathway needs to be considered as a preferred alternative. The NPS should tier this environmental impact statement on the 2007 Grand Teton National Park Transportation Plan and complete the pathway on the northern section of the road, approved by the record of decision for realignment.

Facts

Fact-based analysis of traffic levels and patterns, transit opportunities and overall uses need to be the operative standard of this scoping. Allegations of short-cuts by entities at the Village are simply without a factual basis. Certainly widespread missed flights and empty airline seats would result from visitors attempting to get to the Jackson Hole Airport on a road that has slow speeds and frequent stops and everyday car jams. If people are using the Moose-Wilson Road for transportation to the Airport, Teton Village will be an active part of the solution to mitigate that concern. But we can only do so by working with the Park. To date, GTNP has not wanted to discuss our offers of transit to the Laurance R. Rockefeller Preserve to reduce traffic. We hope that can change in the future.

Gateway Community Partnerships

As a gateway community immediately adjacent to GTNP, Teton Village is ready to be a supportive advocate for solutions that benefit the Park. Some finger pointing of development at Teton Village has occurred during this last year. We would point out that Teton Village is one of the greenest resort communities in the nation. Furthermore, the County strictly requires Teton Village to limit traffic, and we are proud of our record of expanding START bus, other public transit and alternative modes of transportation. Teton Village urges the NPS to think differently about its neighbors with regard to the Moose-Wilson Road dynamics since fall 2012.

As a gateway community, such as has been

forecasted for the Moose-Wilson Road Corridor, the Yellowstone would see a dramatically different management plan. The Wildlife and Natural Resources Agency, yet, new infrastructure, roads and visitor services at Jenny Lake without an FIS, even though grizzly bears near the road. Bears near Jenny Lake are among the highest in the NPS. Bears existed on the Moose-Wilson Road corridor long before 2007. If concentrations of bears are increasing, then that shows the species recovery is moving positively. A pathway will not jeopardize the species. Nor will two-way access by the public on the Moose-Wilson Road.

Support for Teton County and Town of Jackson Proposed Action

Teton Village supports the proposed action detailed in the comment letter from Teton County and the Town of Jackson.

Reduce the length of LIRE study

We believe that by tiering off the 2007 FIS, the NPS can save money and time. Starting over without vacating the FIS is confusing to the public and dismisses decisions of public record. The 2007 FIS studied four alternatives for the Moose-Wilson Road, including a pathway along the entire length of the road. Use this analysis to approve a complete pathway, design adaptive management [or

the corridor and engage supportive partners like Teton Village in transit solutions. Few communities are as ready and eager to support GTN P as is Teton Village in conservation based solutions. Please engage and communicate with your gateway partners so that we all protect, preserve, enjoy and experience this wonderful national park together.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 484**



Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Please see attached pdf for correspondence text

Correspondence Text

Subject: Moose-Wilson Corridor Plan Scoping Comment
Friends of Pathways appreciates this opportunity to comment during the scoping phase of Grand Teton National Park's (GTNP) Moose-Wilson Corridor Comprehensive Management Plan process. Our board, staff, members, and supporters are dedicated to this mission: 'Friends of Pathways supports a vibrant community by advocating the completion of a safe and sustainable pathways system for healthy recreation and transportation opportunities in Jackson Hole.'
Advancing this mission demonstrates our community's longstanding and time-tested regard for natural resource conservation, land stewardship, and sophisticated care for our guests. We strongly support and endorse the goals our country has charged the National Park Service with advancing. Among those that are salient in the setting of the Moose-Wilson Corridor are non-motorized access, the protection of natural resources, and the enjoyment, education, and inspiration of this and future generations in Grand Teton National Park.
Overall, we ask that in this process of scoping, defining alternatives, and the eventual issuance of a record of decision, GTNP include the provision of a pathway to enable safe, non-motorized, humanpowered transportation as part of a positive solution to the management of the Moose-Wilson Road Corridor.
Wildlife and Pathways
We are passionate about pathways because they enable connections in our community, traffic reductions, healthy lifestyles, family recreation, attention to nature, and increased public safety. We are equally passionate about wildlife and the environment that make Jackson Hole and Grand Teton National Park so unique. Thoughtfully designed, context-sensitive pathways and important natural resources complement each other.

To educate ourselves about the balance between pathways and the environment, we sought a factbased analysis of the studies done on the existing pathways and their potential impact on wildlife. The result of the research FOP sought is a science-based review of the wildlife studies that were released by GTNP. That summary is included with these comments. It was important for FOP as well as the general public to know that overall, the existing data show that the impacts to wildlife can be de minimis, so long as the appropriate management steps are taken during construction and operation to reduce potential impacts to acceptable levels.

NPS Centennial Initiative 2016

From NPS communications regarding the President's Centennial Initiative 2016: "In celebration of the 100th anniversary of the National Park Service in 2016, America invites the world to discover the meaning of national parks to their lives and inspires people to both experience and become devoted to these special places. (The) National Park Centennial Initiative (will) prepare national parks for another century of conservation, preservation and enjoyment. The National Park Service has asked citizens, park partners, experts and other stakeholders what they envisioned for a second century of national parks. To that end, from GTNP's communications, these goals are included among many others in a key section of the prospective statement:

"What will GTNP do to meet these national goals? Grand Teton projects include:"

- 'Establish pathways along road corridors that will connect the park with adjacent gateway communities and encourage non-motorized visitation'
- 'Continue to be a National Park Service model in effective partnerships with local government, stakeholder groups, our Association and Foundation, and other government agencies'

We at FOP along with many in the community are gratefully supportive of this statement for the President's NPS Centennial Initiative 2016. We are eager and dedicated to being a positive, supportive partner to GTNP and the NPS for the long term.

FOP appreciates the need to balance the National Park Service's dual missions of "protect and preserve" with "use and enjoy." Like the NPS, we want people to actively and memorably engage with national parks throughout our nation and become the future stewards of these jewels. NPS Director Jarvis has been a champion of non-motorized transportation, and certainly the inspiring 'Let's Move' initiative of the First Lady to reduce obesity, especially in children, is a perfect fit for the potential Grand Loop of 30 miles of pathways in GTNP and Jackson Hole. The only missing link in this loop is the approximately 7 miles along the Moose-Wilson Corridor. The National Park Service's success story of pathways in GTNP could be profiled perfectly as a winning part of the 'Let's Move' program and would clearly be aligned with Director Jarvis' support of non-motorized access to National Parks.

In GTNP's setting adjacent to the gateway communities of Jackson, Wilson, and Teton Village, we believe a complete pathway within the Moose-Wilson Road Corridor is an important alternative for GTNP. We strongly urge you to study an alternative that would provide a complete, adjacent, but separate pathway in the forthcoming Draft Environmental Impact Statement. This improvement is needed for public safety, and would advance the goals of the Centennial Initiative for pathways by alleviating traffic congestion and sparking philanthropy and partnerships with gateway communities. If vehicular traffic is a problem, as is the case with respect to safe non-motorized passage through the Moose-Wilson Corridor, people on foot, bicycle, and in wheelchairs on a separated pathway are part of the overall solution.

2007 GTNP Transportation Plan FEIS

The 2007 Grand Teton National Park Transportation Plan FEIS was seen as a model for pathways and transit that could be used not only in GTNP, but also in other parks. The incredible success of these pathways, from their first full season of use in 2009 to the present time, should have been part of the scoping issued by the park for the Moose-Wilson Corridor. We were disappointed that no mention of the

public's good experience and wildlife compatibility with pathways was included in the scoping questions. We were further surprised and disappointed to notice the 2007 FEIS Record of Decision that approved a pathway on the southern half of the Moose-Wilson Road was not cited. The scoping notice fails to give the public clear information of the existing conditions and what approvals already exist.

We were also concerned as to why the Notice of Intent and the scoping information failed to give the public some ideas as to what the park was proposing for an action, why, and to what purpose. Consequently it was difficult for FOP to provide much information or comment on the topics, scope, and methods of analyses necessary to go forward. We also had some difficulty in understanding what existing public approvals would remain in force and what new approvals might be considered in the future.

If subsequent scoping efforts are undertaken or being contemplated, we ask you to fully include pathways as part of that effort. We ask that you respond to the significant input you are surely receiving about pathways in this scoping process, including this comment, by fully including pathways analyses, and existing pathways-related investigations, in the next steps of this NEPA process.

We also ask you to reincorporate GTNP's own language and stated intent for the 2016 Centennial Initiative. There is an opportunity to complete the pathway from the Granite Entrance to Moose and perhaps name it the National Park Service Centennial Trail. Doing so would fittingly acknowledge the hard-earned success the NPS has achieved throughout our country in balancing conservation with visitor safety and enjoyment. A pathway in the Moose-Wilson Corridor is a challenge the NPS can meet at a high standard; this new pathway, together with the existing pathways in GTNP, will inspire other NPS managers and their supporters.

Proposed Action

Since the scoping material did not include a proposed action or alternative, the imprecise process of the current NEPA effort has confused many in the community.

The FOP Board and staff committed our organization to remain positive in our messaging. We urged our members to support the slow, narrow, rural character of the Moose-Wilson Road. We have asked that public safety be prioritized, natural resources be protected, and a complete pathway be added.

As a pathway is approved under the 2007 ROD from the south entrance to the Laurance S. Rockefeller Preserve, and a soon-to-be complete circuit of non-motorized paths will connect Moose, Jackson, Wilson, and Teton Village, the lack of a separated pathway on the northern section of the Moose-Wilson would be incredibly unsafe as it would confine hikers, bicyclists, pedestrians, runners, photographers, wheelchair users, and others all together into a narrow channel along the road with moving vehicles.

Two people have already died in vehicle cyclist collisions where no pathway existed. Also included in this comment letter is the moving guest letter submitted by David Axelrad, the father of Gabriella Axelrad, a young girl who was tragically killed by an inattentive driver at the age of 13 while cycling in GTNP in 1999 with her family. It is important that the NPS prioritize public safety so Gabriella's death, along with the death of Jeff Pool in 2001, are the last cyclist fatalities in this National Park.

We support the proposed action for this new EIS as suggested by the elected leaders of Teton County, Wyoming and the Town of Jackson, Wyoming in their joint letter dated February 6th, 2014:

Suggested Need

"The purpose and need should set a goal of establishing maximum traffic volumes on the Moose-Wilson Road to maintain positive visitor experiences without disrupting historic uses and public access, and then identifying the best strategies for managing travel demand to meet those volumes. The purpose and need should also set a goal of providing safe bicycle and pedestrian access along the Moose Wilson Road."

Suggested Purpose

"The purpose of the project is to: (1) develop adaptive management policies to manage traffic along the Moose-Wilson road in a manner that maintains the visitor experience, minimizes traffic growth, reduces vehicle impacts on wildlife resources, and allows continued two-way traffic, (2) authorize realignment and construction of portions of Moose-Wilson Road to separate vehicle traffic from sensitive wildlife habitat; develop designated pullouts, walk ways and wildlife viewing areas on the east side of the beaver ponds, and (3) accommodate nonmotorized bicycle and pedestrian amenities along the full length of the Moose-Wilson Road."

Positive community partnerships build trust as well as infrastructure. FOP, working with many local, state, and federal governmental agencies, is helping to bring about important, affirmative solutions for the future. We are dedicated to Grand Teton National Park as we are the greater Jackson Hole community. We are honored that more than 500 comments from people across all 50 states, and even a few from outside the US, are already on record in this scoping process ' this demonstrates positive, national, grassroots support for a complete pathway. Completing the Moose-Wilson Road pathway is good for our community, consistent with the mission of the National Park Service, and a matter of national importance.

Thank you for this opportunity to comment. We appreciate our partners in the National Park Service; together we can find an excellent solution that advances the mission of the NPS and promotes the lasting values of Grand Teton National Park.

On behalf pathways supporters, our community, and our visitors, we thank you.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 485**

[REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 02/06/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: E-mail

Notes: See attached pdf for all individual emails received. Below is the original form letter text from which commenters could expand.

Correspondence Text

I support a complete pathway along the Moose-Wilson Road corridor and that the slow, rural character of the existing road should be preserved while providing safe access for bicyclists and pedestrians with a complete pathway. A 3.5-mile gap within a larger 30-mile loop would be dangerous for children, families, visitors, and residents who are biking, hiking, walking, or operating a wheelchair. Please consider public safety and add a complete pathway from the Granite Entrance to Moose.

Question 1:

- Slow speeds and the narrow, unimproved nature of the road that naturally calms traffic flow, and as a result has low accident rates between vehicles and wildlife.
- Preservation of historic access and public experience of the road corridor that gives an opportunity for the public to experience this part of Grand Teton National Park
- Public access in both directions, north and southbound

Question 2:

- Historic two-way access should be maintained with the addition of a complete pathway for safety for non-motorized visitors.
- The road can be made safe by a complete pathway for pedestrians, cyclists and other users to access the corridor.
- The pathway approved from the Granite Entrance north to the Laurance Rockefeller Preserve should be completed the entire length of the Moose Wilson Road so that cyclist, hikers and vehicles are not in conflict.
- A pathway addition does not mean developing or improving the road, it simply means that bike and pedestrian use that is already happening will be safe.
- Smartly planned pullouts for wildlife viewing should be added that allow visitors to walk along the pathway and

watch wildlife outside of their cars.

- Keep the road corridor narrow and unimproved, but add a complete pathway for safety of cyclists and pedestrians.
- Encouraging people to get out of their cars and on bikes or to walk can alleviate traffic numbers and improve the visitors experience
- Integrate and use transit solutions to reduce vehicle use throughout the park but especially from Teton Village to Moose
- Develop adaptive management measures to maintain low vehicle numbers through coordination with local community on transit and pathway development.

Question 3:

- The area is a historic two-way road corridor used by visitors long before the creation of Grand Teton National Park ' that history and access should be respected.
- That historic access should be maintained with the addition of a complete pathway for safety.

Question 4:

Historic access should be maintained with the addition of a complete pathway for safety.

Question 5:

Narrow the scope of this EIS to the road corridor itself, 7 miles of roadway.

Shorten the time and reduce high cost of the EIS by tiering it off of the 2007 FEIS GTNP Transportation plan.

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 486**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/06/2014 Date Received: 02/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Letter post-marked on 6 February 2014.

Correspondence Text

January 31, 2014

Dear Regional Director Masica and Acting GTNP Superintendent Kevin Schneider,

My late husband, U.S. Senator Craig Thomas, believed deeply in the good that would come from the pathways in Grand Teton National Park Both for people as well as the Park itself.

Passionate about National Parks, he envisioned that families, seniors, disabled and children could all access Grand Teton National Park in a new way - safely on a bike or as pedestrians walking on a pathway. When people biking have died in the park on roads where no pathway existed, there is a dear need. As a result of many peoples hard work, including supporters throughout the country, these pathways now exist.

He didn't live to see the pathways constructed, but he did live to see the issuance of the FEIS 2007 Record of Decision that approved them. The existence of the pathways is a fact of which he would be so proud. What he would never approve of is to see a federal agency dismiss a decision on public record arbitrarily.

There is a pathway approved for the southern section of the Moose-Wilson Road from the 2007 FEIS. So what is the need for this new \$2 niijion, 2 year EIS? When funds are scarce within the NPS, that is an enormous bill for a study that is redundant. Why not use the 2007 FEIS that studied the Moose-Wilson Road and approved a complete pathway?

People and traffic can, be managed. And if traffic is a problem, isnt getting people out of their cars and on bikes a good solution to reduce that traffic?

Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

Craig Thomas believed in common sense. Please use it with regard to the Moose-Wilson Road. Complete the pathway in an environmentally sensitive way, and let people enjoy their park.

Sincerely,

Susan Thomas
Director
The Craig and Susan Thomas Foundation

**PEPC Project ID: 48252, DocumentID: 56561
Correspondence: 487**

[REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/05/2014 Date Received: 02/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: Letter post-marked 6 February 2014.

Correspondence Text

February 5, 2014

Grand Teton National Park
P0 Drawer 170
Moose, WY 83012-0170

Dear Moose-Wilson Planning Team:

The Jackson Hole Chamber of Commerce is committed to protecting the Moose-Wilson corridor and Grand Teton National Park.

The Chamber continues to support a sustainable Moose-Wilson Road open to two-way traffic. A cross section of our membership in Teton Village and on the West Bank will likely be adversely affected by limited access from the north corridor. Several of our members are concerned that partial or full closure of the corridor would reduce business levels and could in turn harm their ability to provide jobs or sustain their businesses. The corridor provides access for tourists and locals to unique scenery within Grand Teton National Park that is both a core value of the park and a reason tourists and locals visit our park. Additionally, the corridor open in two directions would allow some motorists wanting to get to or from Teton Village to or from Moose to shorten their trip by nearly 30 miles. This reduction would decrease deadly high speed wildlife / vehicle collisions and reduce visitors' greenhouse gas emissions inside the park.

The Chamber also continues to support a separated pathway along the Moose-Wilson corridor. The separated pathway would provide a safer experience for non-motorized pathway users and motorists on the road by

separating motorized vehicles from hikers and bikers. A separated pathway would encourage more non-motorized use inside the park. More non-motorized use (in lieu of motorized use) means protection of natural soundscapes, and reduction of greenhouse gas emissions. Also, cycle tourism is a growing industry. This loop would further secure Jackson as a world class cycling destination and attract more park visitors using non-motorized means, closely aligning with park values.

Thank you engaging the public in this discussion. We truly believe that the solution for managing the Moose-Wilson corridor can reflect the mission of our most valued resource, our national park, while aligning with the needs of our community.

The Jackson Hole Chamber of Commerce encourages Grand Teton National Park and key stakeholders to continue to come together and discuss innovative, diverse, and well-thought management ideas in a respectful and constructive way. Our members and other key stakeholders have concerns regarding the future of the corridor and it is our belief that a productive dialog will uncover solutions aligning the park's mission and stakeholders' needs.

Sincerely,

Jeff Golightly
President / CEO
Jackson Hole Chamber of Commerce

CC: Board of County Commissioners
Jackson Town Council

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