



National Park Service  
U.S. Department of the Interior

Grand Teton  
National Park

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## Grand Teton National Park News Release

### **Record of Decision Signed for Grand Teton National Park *Final Transportation Plan/Environmental Impact Statement***

Superintendent Mary Gibson Scott announced today that a Record of Decision (ROD) for the Grand Teton National Park *Final Transportation Plan/Environmental Impact Statement* (Final Plan/EIS) was authorized by National Park Service Intermountain Regional Director Michael D. Snyder. The ROD outlines and defines a system of transportation improvements within Grand Teton that will provide a wide range of recreational and transit opportunities for park visitors.

Based on comments received during the public review of the *Draft Transportation Plan/EIS*, the National Park Service (NPS) developed a preferred alternative that combined elements of two alternatives that had been presented in the draft plan. Alternative 3a, the preferred alternative in the Final Plan/EIS, proposes construction of 22.5 miles of multi-use pathways outside of existing road corridors, construction of 18.8 miles of multi-use pathways inside existing road corridors, and a realignment of the Moose-Wilson Road in two areas to restore aspen and wetland habitats.

Development of the pathway system will occur in phases, and the Park intends to design pathway construction in segments that will provide for adequate parking opportunities and connectivity to points of interest. Design work on the first phase—connecting Moose to South Jenny Lake—will take place in 2007 with construction scheduled to begin in 2008. A key element in development of the pathway system will be an extensive program of wildlife and visitor use monitoring associated with the initial phases of the project. Baseline studies will be in progress throughout this summer.

Construction phases will be based upon the results of monitoring, the analysis of environmental impacts, visitor use patterns, and other factors relevant to construction and use of the system. In addition to the multi-use pathway opportunities, the ROD also calls for a transit business study to identify opportunities for a future, sustainable transit service throughout Grand Teton National Park.

To review the ROD for the *Final Transportation Plan/Environmental Impact Statement*, complete with a description of the background of the project, a statement of the Decision, synopses of other alternatives considered, findings on impairment of park resources and values, and an overview of public and agency involvement in the decision-making process, please visit the NPS Planning, Environment, and Public Comment (PEPC) Web site at <http://parkplanning.nps.gov> or go to Grand Teton National Park's Web site at <http://www.nps.gov/grte/parkmgmt/planning.htm> .

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