Grand Teton National Park
Wyoming

National Park Service
U.S. Department of the Interior

Public Scoping Report

Moose-Wilson Corridor Comprehensive Management Plan

March 2014

Constant Contact®, Facebook, and Twitter were used for outreach purposes during public scoping for this planning effort. The National Park Service does not promote the commercial use of these products by the government.

Summary

During the fall of 2013, a formal public engagement process for development of a comprehensive management plan for the Moose-Wilson corridor was announced by publication of the National Park Service (NPS) notice of intent in the *Federal Register*. As directed by the National Environmental Policy Act (NEPA), public scoping for environmental impact statements typically takes place over a 30-day period, Grand Teton National Park chose a longer 60-day period. The public was asked to share their thoughts, concerns, and vision for the future of the Moose-Wilson corridor between December 6, 2013, and February 6, 2014.

During the public scoping period, a total of 1,007 individual correspondences were received. Of these, 487 were submitted directly to the NPS Planning, Environment, and Public Comment (PEPC) website. Approximately 187 people attended a January 14, 2014, public open house held at St. John's Medical Center in Jackson, Wyoming. During the public open house, approximately 300 comments on flip charts and maps and 14 comment cards were received. All hand-written comments received during the public open house were transcribed and entered into the PEPC system. In addition, 520 form letters were received from Friends of Pathways, 79 of which contained personalized responses from the public. Hard copy letters that were mailed or delivered to the park, including those submitted on behalf of Friends of Pathways, were entered into the PEPC system.

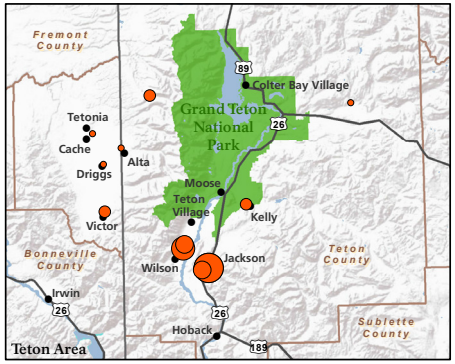
To inform the public of the scoping process, a newsletter describing the context for the plan and how to comment was distributed. This newsletter provided a general overview of the planning schedule and data collection efforts, provided background on issues and opportunities within the project area, and described the foundational elements that will guide planning and management.

In order to reach a broad audience, the newsletter and information about public scoping were shared with the public in a variety of ways. Paper copies of the newsletter were mailed to individuals on the park's general mailing list (528 contacts). Paper copies were also provided to the Teton County Library and the Jackson Hole and Greater Yellowstone Visitor Center in Jackson, Wyoming. A press release was created announcing public scoping, which received coverage from a variety of news media and advocacy organizations. A web page and Constant Contact® Email Marketing™ campaign dedicated to this planning effort were created. The web page included information on the plan, a link to the PEPC site, and a way for individuals to sign up for the park's constant contact mailing list. Email marketing was used to send e-mail updates about the public scoping period. Email marketing is still being used to update individuals on the progress of this planning effort. Social media, including Facebook and Twitter, were also used during the scoping period to inform people about the planning effort.

The National Park Service collected public comments during this scoping phase of the planning effort in order to understand the public's perspectives on key issues and management options for the Moose-Wilson corridor. Within this NEPA process, thoughts and ideas from individuals, organizations, and agencies are analyzed and considered equally. For this reason, the unique content of comments, rather than the number of times a comment was received, will be used to guide the development of a range of reasonable management alternatives for the plan. This scoping report summarizes all public comments received during the public scoping period.

The following table provides the distribution of public comments that were submitted directly to the PEPC system. The map on the next page depicts the distribution of these public comments by zip code.

Distribution by State of Public Comments Submitted Directly to the PEPC System		
State	Percentage	Number of Correspondence
Wyoming	74.7%	364
Idaho	3.7%	18
California	2.3%	11
Colorado	1.8%	9
Florida	1.6%	8
Texas Illinois	1.2% (per state)	6 (per state)
Montana	1.0%	5
Arizona North Carolina Oregon Utah	0.8%(per state)	4 (per state)
Alabama Alaska Arkansas Georgia Indiana Iowa Kansas Kentucky Maine Maryland Michigan Minnesota Missouri Mississippi Nebraska New Mexico New York Ohio Oklahoma Pennsylvania South Dakota Vermont Virginia Washington Washington, D.C.	0.6% or less (per state)	3 or less (per state)



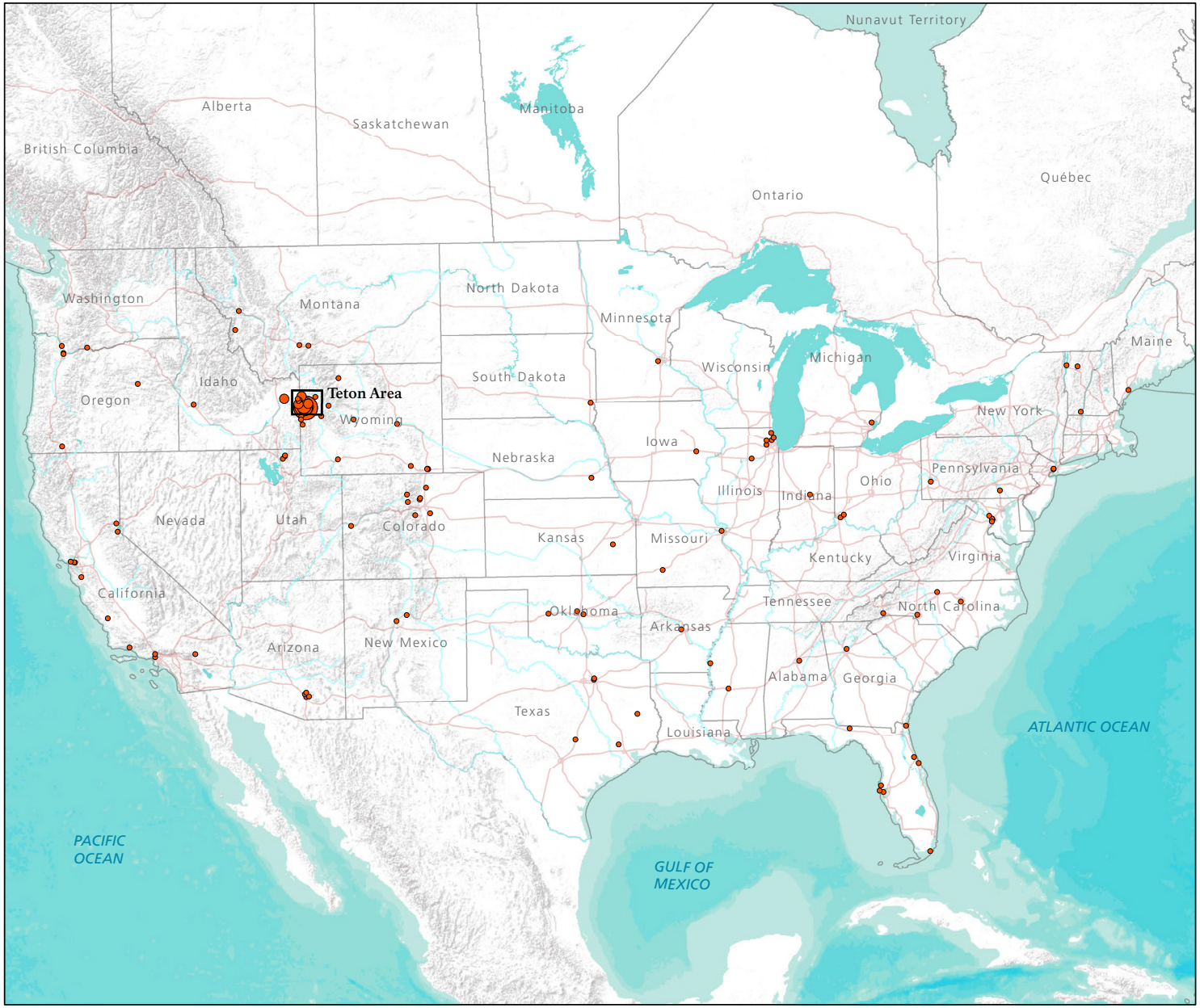
Legend

# of Responses by Zip Code

- 1 - 4
- 5 - 16
- 17 - 44
- 45 - 85
- 86 - 155
- Cities
- Major Rivers
- Lakes
- State - Province Areas
- Major Routes

0 150 300 600 Miles

North



Grand Teton National Park

Public Comments on
Moose-Wilson Corridor EIS
Response Density by Zip Code

NPS Denver Service Center Planning Division - February 2014

DISTRIBUTION BY ZIP CODE OF PUBLIC COMMENTS SUBMITTED DIRECTLY TO THE PEPC SYSTEM

In addition to general public comments, the National Park Service also received letters from official representatives of the following agencies and organizations:

- Adventure Cycling Association
- Center for Biological Diversity
- Coalition of National Park Service Retirees
- The Cougar Fund
- The Craig and Susan Thomas Foundation
- Defenders of Wildlife
- Dragicevich Wyoming Foundation Trust
- Friends of Pathways
- Greater Yellowstone Coalition
- International Mountain Bicycling Association
- Jackson Hole Chamber of Commerce
- Jackson Hole Conservation Alliance
- Jackson Hole Preserve, Inc.
- Jackson Hole Wildlife Foundation
- League of American Bicyclists
- National Parks Conservation Association
- Natural Photography
- Save Historic Jackson Hole
- Society for Wilderness Stewardship
- State of Wyoming, Office of the Governor
- Teton Back Country Horsemen
- Teton County and Town of Jackson
- Teton Freedom Riders
- Teton Village Association
- Wilderness Society
- Wilson Advisory Committee
- Wyoming Game and Fish Department
- Wyoming Pathways

Definition of Terms

Correspondence. A correspondence is the entire document received from a commenter. It can be in the form of a letter, written comment form, note card, or open house transcript.

Comment. A comment is a portion of the text within a correspondence that addresses a single subject or issue. It could include such information as an expression of support or opposition to the use of a potential management tool, additional data regarding the existing condition, or an opinion debating the adequacy of an analysis.

Comment Summary. A grouping that is centered on a common subject. Comment summaries combine similar comments. Representative quotes from the comments used to create a comment summary may also be presented.

Public Scoping Comments

The following topic questions were posed to commenters to frame and begin the conversation surrounding the future of the Moose-Wilson corridor.

1. What do you value most about your visits to the Moose-Wilson corridor and why?
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.)
3. Do you have any comments about the fundamental resources and values for the Moose- Wilson corridor as described in the newsletter?
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 in the future?
5. What other comments or suggestions do you have?

Within each topic question, comment summaries are listed with representative quotes taken from individual comments. Many commenters provided specific thoughts on management of Moose-Wilson Road (including traffic flow and pathway options). These suggestions were often provided within topic questions 3, 4, and 5. So that the suggestions are easy to find, rather than being presented throughout the report, they have been compiled and presented within topic question 4. At other times within the report, similar topics may be presented under multiple topic questions.

Topic Question 1: What do you value most about your visits to the Moose-Wilson corridor and why?

In response to this topic question, commenters expressed the many reasons they value their visit to the Moose-Wilson corridor. Commenters frequently identified scenery, wildlife viewing, historic characters, natural soundscapes, and access as the primary reasons for their visits.

Pristine Scenery

Commenters frequently identified pristine scenery as their highest value for their visit to the Moose-Wilson corridor. The beauty of the road corridor, the surrounding natural landscape, and the proximity to the mountains and Snake River were cited as valuable aspects of their experience.

> *"Beauty of the corridor is appreciated, intimate nature of the road design allows for a sense of accessibility to the natural surroundings"*

> *"Stunning scenery, one of the most beautiful roads in the park"*

> *"Views of the Tetons and being able to loop into bicycle ride that brings you so close to the mountain range"*

> *"Being so close to the base of the Tetons which allows viewing of the flora and fauna."*

> *"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."*

Viewing Wildlife in a Natural Setting

The opportunity to see wildlife was considered one of the most valued experiences along the Moose-Wilson corridor. The existing road design and natural setting were cited as supporting the visitor's opportunity to see wildlife.

> *"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"*

> *"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)."*

> *"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."*

Historic Character

Commenters stated that the road has a long history as a transportation corridor and cited its unique western character as a valuable cultural resource in their experience of the corridor.

> *"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"*

> *"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."*

> *"One of the last spots on the valley floor that you can really feel the `real` Wyoming."*

> *"The road/area has an old west feel to it."*

Natural Soundscapes

Commenters noted that this area of the park provides a quietness and remoteness that other roads in Grand Teton National Park do not offer. The quietness of the road supported their opportunities to view wildlife, experience quiet and peacefulness, and to take in the adjacent scenery. The existing road design supports the quiet soundscape.

> *"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"*

> *"Solitude from the crowds, wildlife and speed or lack thereof."*

> *"Quiet, peaceful, less crowed than other areas in GTNP."*

Access

Commenters value the type of access the corridor provides. Commenters value being able to cross-country ski on the road in the winter and ride bicycles in the summer and fall. The corridor allows visitors to connect to other existing trail systems and trailheads in the park. Commenters compared the unique experience that the Moose-Wilson Road provides to other roads at Grand Teton National Park. A few commenters expressed the desire to continue to drive their cars between adjacent communities and the airport.

"Connects two successful trail systems of great value."

"I value this rustic part of the park for its tree-lined path (quite different from the rest of the park roads), the meadows, wildlife sightings, and access to trailheads and the Laurance Rockefeller Preserve."

"It is the only road, in the park, that is a narrow, winding road where you feel right in the middle of nature."

"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."

"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."

"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: What do you think are the most important issues affecting the Moose-Wilson corridor? (Issues can be concerns, opportunities, or topics needing further discussion.)

Commenters identified a variety of important issues affecting the corridor. The issues raised by commenters expanded on the five preliminary issues identified in the public scoping newsletter: human-wildlife interactions, historic character, bicycle and motor vehicle use, visitor-related resource impacts, and visitor experience. Within this topic question, many commenters provided specific suggestions about how traffic along the road could be modified. These comments have been included under the fourth topic question.

Human-Wildlife Interactions

Commenters expressed a variety of concerns about how wildlife is protected in the corridor. Commenters believed that maintaining high-quality wildlife habitat in the area is the most important issue. Commenters are concerned about wildlife-vehicle collisions and the safety risk that vehicles pose for wildlife in the area. The corridor is home to a variety of wildlife, including rare species whose populations may be threatened by collisions with vehicles and large species, such as elk and moose, that can cause serious injuries to humans as a result of a vehicle collision. Commenters suggested wildlife viewing is a major cause for congestion along the corridor. Because there are limited parking areas and turnouts, visitors stop on the narrow road to view and photograph wildlife. Several commenters suggested a need for additional facilities or adaptive management techniques to reduce congestion and safety concerns relating to wildlife viewing.

> *"The most important issue is maintaining the habitat for wildlife without the intrusion of more people, vehicles and bikes."*

> *"The safety of wild creatures large and small crossing the road should have the highest priority."*

> *"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."*

> *"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."*

> *"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…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."*

> *"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."*

Historic Character

Commenters value the historic character and use of the existing corridor and are concerned about how increased tourism and traffic may threaten that quality. The corridor provides an opportunity to absorb the rustic atmosphere at a slow pace and is unlike other roads within the park. Commenters stated that the Moose-Wilson corridor provides an opportunity for a rustic visitor experience that is not offered throughout the park. Commenters also noted the important cultural resources that are part of the corridor, and stressed that they should be protected.

> *"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."*

> *"The park's natural and cultural resources in the Moose-Wilson corridor are superlative and fragile. They are also irreplaceable."*

> *"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."*

> *"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."*

> *"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."*

Increasing Vehicular Use

Commenters stated that vehicular use of Moose-Wilson Road is increasing. Commenters suggest commercial use such as wildlife tours, taxis, and local businesses have increased, especially those using the route to commute to the local airport. Commenters stated that the increasing amount of vehicles causes negative impacts to park resources and visitor experience.

> *"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…"*

> *"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."*

> *"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."*

> *"The steady increase in vehicular traffic has a very negative impact on wildlife of the area and on the visitor experience…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 something along the road. The through traffic use of the road seriously degrades the visitor experience."*

> *"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."*

Safety

Commenters often expressed concern over safety risks along the corridor. Unsafe driver behavior noted by some commenters included aggressive driving, distracted driving, and speeding. When coupled with limited sight lines along the narrow, winding corridor both motorized and nonmotorized users feel unsafe. Many commenters cited conflicts with incompatible users such as slowed or stopped tourists versus speeding commuters and commercial users, motorized vs. nonmotorized users, and wildlife-visitor interactions as another cause of safety concerns.

> *"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."*

> *"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."*

> *"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."*

> *"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."*

> *"The area is known habitat for grizzly bears, black bears and moose, all of which are unpredictable when startled. What will people say when a child on a bicycle is attacked by a grizzly bear?"*

> *"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."*

Traffic congestion

Commenters often expressed concern over increased traffic congestion along the corridor. Many commenters suggest there are too many cars, driving too fast, especially during the peak summer visitation season. Many commenters suggested lack of turnouts and parking areas for wildlife viewing were a major source of congestion because wildlife viewers stop in the middle of the road to watch and photograph the animals.

> *"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."*

> *"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."*

> *"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."*

Road alignment and condition

Commenters expressed concern over the condition of the road. Some users perceive potholes and road washouts to be unsafe and a major source of conflicts across diverse users on an already narrow corridor. Other commenters expressed concern that improving the condition of the road would further increase use of the corridor. Commenters expressed concern that the road is impacting wetland areas, specifically in the north sector of the corridor near the moose and beaver ponds.

> *"Poor condition of the road and width of the road. The potholes are terrible and road is dangerous for cars and bicyclists to share. There should be more pull-off areas and/or wider shoulder so cars don't stop in the middle of the road making it difficult for others to get around."*

> *"There's too much traffic on [Moose Wilson Road]. 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 southern 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."*

> *"The road is too close to the wetlands North of the Death Canyon turn-off to the Moose Pond overlook."*

> *"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 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. . .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: Do you have any comments about the fundamental resources and values for the Moose-Wilson corridor as described in the newsletter?

Commenters provided thoughts on all seven of the fundamental resources and values topics identified for Grand Teton National Park and the Moose-Wilson corridor. A large portion of commenters focused on the "Visitor Experience in an Outstanding Natural Environment" topic. Comment summaries have been grouped under each of these seven topics: Scenery, Geologic Process, Ecological Communities and Wildlife, Aquatic Resources, Cultural History and Resources, Natural Soundscapes, and Visitor Experience in an Outstanding Natural Environment.

Scenery

Commenters noted that the corridor provides visitors with opportunities to view wildlife and scenery on a human scale and is best experienced outside a vehicle. One commenter noted that scenic values are overstated because the road is primarily routed through forested areas that limit sight lines. Other commenters contended that scenic values could be enhanced by realigning the northern section of the road.

> *"It is 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. Scenery and recreation are on a human scale in the corridor, best experienced outside of a vehicle."*

> *"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 Process

Several commenters recognized the importance of geologic processes with regard to potential corridor impacts. One commenter suggested road realignment and/or removal might reduce the threat of impacts, noting that infrastructure investment near fault lines is not sustainable.

> *"I think the aquatic, wildlife, geologic and other natural resources are the most important part of the Moose-Wilson Corridor."*

> *"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 and Wildlife

Several commenters expressed their support for protection of the corridor's ecological communities and wildlife, noting that the park should prioritize the protection of these resources above the corridor's recreational or transportation uses. A few commenters noted that increased recreation, such as a pathway, supports fundamental resources and values.

> *"Any re-visioning 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."*

> *"The Moose-Wilson Corridor provides one of the last best areas of critical habitat for an abundance and variety of wildlife. The resources and wildlife need to come first and need to be protected."*

> *"We believe that wildlife is 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."*

> *"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."*

Aquatic Resources

A few commenters noted that roadway modifications or new construction should be carried out to avoid riparian habitat, amphibian species, and other aquatic resources, particularly in the northern portion of the corridor near Sawmill Ponds. Another commenter believed that greater attention should be paid to wetlands.

> *"The current route would be ideal as a dirt-based hiking and bike path to avoid affecting the riparian environment near the ponds."*

> *"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."*

Cultural History and Resources

Several commenters expressed support for the corridor's history and cultural resources. Some equated the natural, rustic character of the road corridor to the values espoused by Laurance S. Rockefeller, reflecting his vision for visitors to experience the natural beauty of the area in a quiet, contemplative manner. Some supported the cultural value of former dude ranches. One commenter noted that archeological resources should be protected from road or pathway development actions in accordance with park resource protection objectives.

> *"The Laurance 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. The LSR center should be experienced by every visitor, though perhaps by shuttle."*

> *"White Grass and Murie ranches are impressive. Not sure how this can be reproduced for non-local visitors but there is magic there."*

> *"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 precedence over a unique cultural resource, the park will be acting contrary to their purpose."*

Natural Soundscapes

A few commenters expressed support for protection of natural soundscapes along the road corridor, both for visitor experience and impacts to wildlife. Some noted that scientists are beginning to gain greater understanding of soundscapes and their importance to ecosystems, and that noise associated with increased vehicle and visitor use threatens the quality of natural sounds. One commenter observed that when hiking near the roadway, road noises were generally muffled by dense vegetation, slow traffic speeds, and the lack of large vehicles.

> *"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."*

> *"The natural soundscape is definitely altered by the presence of motor vehicles, as is the natural night time sky by headlights."*

> *"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."*

> *"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."*

Visitor Experience in an Outstanding Natural Environment:

Many commenters identified the corridor as an extremely valuable park asset, providing great opportunities for scenic drives, wildlife viewing, hiking, and solitude. For some, the corridor was seen as a destination rather than route simply to be traversed. The preservation of wilderness character and recognition of the Moose-Wilson Corridor as a threshold to protected areas were also identified as fundamental park responsibilities.

"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. More people are going to be spending more time there, and human presence in the Moose-Wilson corridor needs to be carefully directed. There is also a spiritual value in that the human spirit is revitalized by contact with nature."

"The corridor is an extremely valuable part of the Park, providing great opportunities for solitude and hiking. Enjoy hiking the trail system at the Laurance S. Rockefeller Preserve. One of the most valuable parts of the park for Wilson and Teton Village residents and visitors."

"Visitors need to experience the outstanding resources 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? 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."

"Road should be maintained for all users, but at slow speeds to protect resources and enhance visitor experience. 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."

"Wilderness areas need to be preserved and not be further exploited for human use. The preservation of wilderness character and recognition of the Moose-Wilson corridor as a threshold to areas protected under the National Wilderness Preservation System are fundamental responsibilities and must be considered in this process."

"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: 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 in the future?

Commenters provided detailed input on what aspects of the corridor they think should continue in the future and what aspects they believe should change. A large portion of comments were related to transportation management within the corridor, as well as enhancing recreational opportunities and resource protection. The topics brought forward by individuals are organized by the following categories:

- Maintain the historic character of the road.
- Realign the road.
- Add a multiuse pathway.
- Manage vehicle speeds and congestion.
- Manage traffic patterns and volumes.
- Pave the road.
- Create a bike lane.
- Continue two-way vehicular access.
- Change the road to one-way vehicular access.
- Close the road to vehicular access.
- Limit vehicular use.
- Add a shuttle bus system.
- Enhance parking.
- Seek transportation solutions outside the park boundary.
- Enhance recreational opportunities.
- Enhance wildlife protection and viewing.
- Enhance winter use.

Maintain the historic character of the road

Commenters frequently stated their desire to maintain the rustic character of Moose-Wilson Road. Commenters sited low speeds, narrow and winding roadway, rural nature, historic access, and scenic qualities as contributing factors to the corridor's unique character. Some commenters cite the rustic character as being a reason to not change the corridor while others recognized the need for potential changes to the corridor. Some suggested better signage that explains how to share the road with bicycles.

> *"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."*

> *"Maintain historic access, add a pathway, use management techniques to allow wildlife to thrive."*

> *"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."*

> *"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!"*

> *"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."*

Realign the road

Commenters suggested ideas for realigning or relocating Moose-Wilson Road to enhance sensitive habitats, traffic management, and vehicular access. Some ideas included: (1) realigning the road to require traffic entering the road from the north to pass through the park entrance station at Moose to aid in controlling vehicle flow in and out of the corridor and collecting fees, (2) relocating the northern section of the road farther east in order to remove the old road from the riparian/wetland area, (3) construction of a new road within the corridor away from areas that may conflict with wildlife and turning the old road into a pathway for nonmotorized recreation and (4) creating a third lane within the road to allow for cars, bicycles and wildlife jams.

> *"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."*

> *"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."*

> *"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 the sagebrush location will greatly diminish any animal encounters."*

Realign the road (continued)

"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."

"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."

"There should be a new road created to replace the old moose Wilson road. The new road should provide the quickest access from the current entrance at the visitor center in moose to/from Teton Village going the furthest and/or safest location/design away from wildlife, until it reconnects at the southern entrance. New trailheads would be created on the new moose Wilson road for access to the old moose Wilson road and old trailheads. The old moose Wilson road would become the "new" pathway."

"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."

"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."

"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."

"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."

Add a separated multiuse pathway

Commenters both supported and opposed a pathway for pedestrian and bicycle use being added to the corridor. Proponents suggested that the pathway would allow visitors to the corridor to bike to trailheads or through the corridor safely, away from vehicular traffic on the road. Many commenters pointed to the popularity of the pathway system within the area and suggested that this pathway would help create the final piece of a large paved bike route in the area. Other commenters felt that creating a pathway will add value to the local community, promote health and wellbeing, help create businesses in the area, and provide recreational opportunities that are accessible to those with disabilities. Some commenters offered suggestions for the routing of the pathway. Commenters who oppose a pathway addition cited a variety of reasons including that it may be a waste of monetary resources, harmful to natural and cultural resources in the corridor, would increase traffic congestion, does not fit within the purpose of the park, and could be harmful to visitor safety by increasing human-wildlife encounters. Some comments suggested that nonmotorized users, specifically bicyclists, are a small minority of park users and the environmental impact and cost associated with the pathway may outweigh the potential visitor use benefits.

> *"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."*

> *"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."*

> *"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."*

> *"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."*

Add a separated multiuse pathway (continued)

"The park offers incredible opportunities to get out of the car and to get into the park under human 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."

"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."

"Allowing bicycle pathways in this corridor is concerning and we believe conflicts with the park's desire to protect this areas 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."

"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?"

"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."

"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."

"I am in strong opposition to building a pathway on the Moose Wilson road corridor. This is a National Park, the nations parks are intended to preserve park resources and America's heritage. There are pathways in every major city in the United States. However, there is not prime bear, elk, antelope, and beaver habitat everywhere in the US. This corridor should be preserved for wildlife and the natural landscape that exists NOT the whims of pathway proponents."

Manage vehicle speeds and congestion

Commenters frequently suggested that speed bumps, speed detection, and other systems be added to Moose-Wilson Road as a way to slow traffic. Many commenters also suggested that additional turnouts and parking areas are necessary in order to alleviate congestion and to reduce potential user conflict. Some commenters asked for clarification on why pullouts have been removed in the past. Other commenters noted that by better enforcing and even reducing the speed limit, accidents between vehicles and bicycles will be reduced.

> *"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 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."*

> *"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."*

> *"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 personal in the Entrance Station could be made available for nearby enforcement issues (bicycles on trails, dogs off leashes, car parked off road on trails, etc)."*

> *"My preference is a five mile an hour speed limit with bicycles and hikers…If you slow traffic down enough, we do not have to build a separate pathway. This not only preserves the natural characteristics of the area but saves pathway money."*

Pave the road

Commenters expressed both support and concern about paving additional sections of the Moose-Wilson corridor. Proponents believe paving and possibly widening the road could limit dust, provide a smoother ride, reduce traffic congestion, and limit noise. Opponents believe paving the road would result in higher vehicular speed, an increased volume of vehicles, and increased use of the road as a thoroughfare; all of which detract from the historic character. Other commenters are worried about impacts that paving the road could have on wildlife.

> *"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."*

> *"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."*

> *"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."*

> *"By adding more access for people and paving more of the park, we are threatening the very reason for having a National Park."*

> *"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."*

Create a bike lane

Commenters were both supportive of and opposed to a bike lane being added to Moose-Wilson Road. Supporters suggested that a bike lane be created as part of the Moose-Wilson roadbed and not as a separate pathway. These commenters felt that this should not create a safety issue for cyclists assuming enforcement of traffic regulations for both motorists and bicyclists. One commenter felt that this would be a better option than a separate pathway because experienced bicyclists would likely avoid the bike lane and ride on the road regardless once visitors on foot and inexperienced bicyclists began using the pathway. Both supporters and opponents want the road to remain narrow.

"Keep the road small please. Avoid bike lanes."

"Add a bike path or striping for a bike lane. Pave the dirt section but leave it narrow and winding. Reopen closed turnouts."

"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."

"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."

"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 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."

Continue two-way vehicular access

Many commenters supported retaining the road as a two-way route. Commenters stated that the road provides important access for the local community, including commuters and emergency vehicles. Some proponents believe that commuters should be allowed to continue to use the corridor assuming they adhere to traffic regulations.

> *"For the well-being of the community and visitors to the Park 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."*

> *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."*

> *"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."*

Change to one-way vehicular access

Commenters were both in favor and opposed to the idea of one-way vehicular access along Moose-Wilson Road. Proponents of a potential one-way road believe it would reduce congestion by reducing commuter use, provide adequate space for motorized and nonmotorized users, increase safety for wildlife and visitors, and minimize the environmental impacts of accommodating multimodal options. Some commenters stated that it may make commutes longer, but it could enhance resource protection and visitor experience within the corridor. Additionally, if the road were one-way, commenters felt that this may help provide the space needed for a pathway without additional development outside the current road footprint. Parking and turnouts could be provided on one side of the road. Some commenters suggested that the "one-way" designation of the road could alternate days, but other commenters worried that this may be too confusing for visitors. Other commenters opposed the idea of making Moose-Wilson Road one-way, feeling it would disrupt traffic patterns within the park and county.

"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."

"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."

"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."

"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. "

"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."

"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."

Close the road to vehicular access

Some commenters suggested closing Moose-Wilson Road to vehicular traffic and using the roadbed for pedestrians and bicyclists. If the road was closed to vehicular traffic, some commenters suggested paving the unpaved section of the road for ease of use by pedestrians and bicyclists.

> *"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!"*

> *"CLOSE THE ROAD. Have vehicle parking at Granite and Death Canyon. In between is open to bicycles and pedestrians."*

> *"I 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."*

Limit vehicular use

Commenters suggested a variety of traffic management options to limit vehicular use of Moose-Wilson Road as a way to maintain access but alleviate congestion. These included limiting the number of private vehicles able to access the road, either through a daily quota or reservation system; staggering vehicle use; closing the road to all private vehicles except those who need to use the road to commute; offering a pass for local residents to use the road for commuting; or closing the road to taxi use to and from the airport. Other suggestions included continuing to ban RVs and large vehicles, encouraging carpooling through entrance fees per person, and adding speed bumps or other traffic-slowing measures, and closing the road to through-traffic at the Laurence S. Rockefeller Preserve. Some commenters worry that reducing traffic on the Moose-Wilson Road will increase pressure for other transportation developments outside of the park that will ultimately have negative resource impacts.

> *"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 from that side. This solution also eliminates the need for any new roads/construction and limits destruction of any additional resources."*

> *"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."*

Limit vehicular use

"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 "Easy Pass" where regular local visitors, hikers or cyclists can pass through without the long wait."

"As much as I love traveling the Moose Wilson Corridor I would, for safety and protection of the animals and resources, 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."

"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."

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

"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?"

Add a shuttle bus system

Commenters suggested developing a shuttle bus system or other alternative ways for visitors to access the Moose-Wilson corridor without the use of private vehicles. Commenters suggested that shuttle buses with bike racks could aid hikers in getting to trailheads or bikers to certain portions of the road. Management options for the shuttle buses could vary and may necessitate additional parking and loading areas for the buses and could also include closing the road to private vehicles.

"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."

"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 personnel would otherwise be allowed. They would share the road with bike traffic."

"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."

Enhance parking

Commenters recommended a number of ideas to enhance parking within the Moose-Wilson corridor. Some commenters recommended a number of improvements to current parking, including better horse trailer parking. Others recommended increased parking areas and additional vehicle turnouts in order to help reduce congestion, provide additional places for visitors to view wildlife and scenery, and add to the leisurely aspect of the road. These locations included near the southern entrance, at Poker Flats, near Death Canyon Road, and inside the entrance to Moose. Others recommended that while parking may not need to be improved or increased, improvements could be made regarding signage indicating when parking lots are full or for enforcement of those illegally parking. A few commenters suggested invasive species should be controlled.

"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."

"First and 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."

"There is clearly a need for more parking in Moose. I'd 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."

"Is the current wintertime parking allotment at the 'road-closed' gate by the [Death Canyon] road sufficient to meet the demands of back-country and front-country skiers, snowshoers, and road walkers?"

"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. "

"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."

"The access road to Death Canyon Trailhead remains dirt/gravel and narrow. Maintenance of this road should be improved (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."

Enhance parking (continued)

"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."

"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?"

Seek transportation solutions outside the park boundary

Commenters suggested that the National Park Service work with other agencies such as the Wyoming Department of Transportation and Teton County to seek transportation solutions outside the park boundary. Commenters suggested building a bridge over the Snake River with a road connecting Teton Village Road and Spring Gulch Road, or improving Spring Gulch Road. Commenters suggest that this solution would help reroute airport traffic away from Moose-Wilson Road. A commenter felt that if this solution is pursued, Moose-Wilson Road could be closed entirely to vehicle traffic.

"In light of the County and Town's expressed commitment to not export their impacts to public lands… 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. 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."

"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."

"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."

Expand recreational opportunities

Commenters frequently expressed their desire for recreational opportunities to either be continued or expanded within the Moose-Wilson corridor. Many commenters want the corridor to remain as it is now and do not want use levels to increase. Other commenters would like to see more parking, hiking trails, horse trails, educational opportunities, and interpretation added to the corridor.

"Keep parking restrictions in place at Rockefeller Preserve to alleviate crowds at Phelps Lake."

"I hope that it continues to be a less crowded area of the Park, and I hope it keeps its scenic qualities"

"Visitor access. More roadside turnouts, parking, hiking trails, and interpretive signs and education."

"Access to skiing and hiking trails is fantastic - continue."

"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."

"Please don't forget climber and hiker access. Climbing especially 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."

"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!!"

Enhance wildlife protection and viewing

Commenters expressed their appreciation of being able to view wildlife while in the corridor. Commenters noted that the intimate nature of the corridor makes viewing wildlife possible and should continue. Many commenters believed that efforts should be made to further protect wildlife in the corridor by adding turnouts and parking, educating visitors on safe distances from wildlife, and continued traffic control. Other commenters stressed that protection of wildlife should take precedence over visitor access to the corridor. A few commenters questioned how the addition of a pathway could affect wildlife and wildlife-related visitor safety.

"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."

"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."

"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."

"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."

"I do not support a pathway along the Moose Wilson road. It would be unsafe and irresponsible for the park to construct a pathway along a known grizzly and black bear corridor. Somebody, someday will get mauled."

"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."

Enhance winter use

Commenters enjoy using the corridor in the winter and would like this access to continue or expand, including winter grooming. Some commenters specifically mentioned cross-country skiing and would like to be able to use the corridor for this purpose in the future.

> *"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."*

> *"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."*

> *"Winter closure should remain in effect. That is the only time one can really experience the tranquility of this extraordinary part of the Park"*

> *"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."*

Topic Question 5: What other comments or suggestions do you have?

In response to this topic question, commenters expressed general concerns and ideas that they believed should be addressed within the corridor. These comments have been grouped into the comment summaries below. In addition, commenters often provided specific comments on how motor vehicle use, pedestrian, and bicycle use could be addressed within the corridor. As appropriate, those specific ideas have been included under question 4.

Focus on resource protection

Commenters expressed support for continued and increased protection of natural and cultural resources in the Moose-Wilson corridor, even if it means restrictions to visitor opportunities within the corridor. Some recommended strategies for periodically closing the road and potential pathway to correspond with critical times for wildlife such as migration or nesting patterns and bear activity. Others felt that restricting access due to an increase in wildlife activity was unreasonable because wildlife appears to be increasing everywhere in Grand Teton National Park or that bicyclists or bike pathways do not have an impact on wildlife in the park.

> *"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 is 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."*

> *"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 parks resources are in danger because of providing visitor enjoyment, the resources take precedence."*

> *"The 2006 NPS Management Policies directed park mangers 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."*

> *"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."*

> *"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."*

Range of visitor opportunities

Commenters expressed their support for a range of visitor opportunities and continued access to the corridor to be considered as part of the planning process. Some mentioned that continued visitor opportunities within the corridor helps create future stewards of the park by educating and providing outdoor opportunities for youth. Some commenters suggested that attention should be paid to the conservation ethics and figure heads who are represented within the corridor.

> *"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."*

> *"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."*

Law enforcement and education

Commenters expressed their support for continued and increased law enforcement and education efforts in the corridor. These efforts would mitigate traffic problems, user group conflicts, and wildlife-human conflicts. Commenters felt that increased enforcement of vehicle violations such as speeding and parking in illegal places could mitigate traffic congestion and increase visitor experience. Commenters also pointed to education as a means to inform visitors regarding safe practices for wildlife viewing, park rules and regulations, and traffic safety in the corridor. Some commenters believed that park managers should increase these mitigation methods before any additional development or policy changes.

> *"Enforcement of the driving regulations would cause those who just want to use the road as a corridor to take another route. . . .Seems to me active enforcement is a heck of a lot less expensive than reconstructing or rerouting the road. Worth a try anyhow!"*

NPS Legal Authority

A commenter questioned the National Park Service's legal authority to manage Moose-Wilson Road by providing a legal opinion that references the 1977 Easement from Laurance S. Rockefeller to the United States and the 2007 Deed transferring the Laurance S. Rockefeller Preserve to the National Park Service.

> *"An argument can be made that even if the 1977 Easement to the United States has merged with the underlying fee title to the Moose-Wilson Road, the easement granted to the public remains as to the southern segment of the Moose-Wilson Road through Grand Teton National Park. The National Park Service must preserve and maintain the Moose-Wilson Road in good condition consistent with the provisions of the 1977 Easement and 2007 Deed and, in order to change the use of the southern segment of the Moose-Wilson Road, the National Park Service needs to obtain the consent of the public. The National Park Service has the authority to change the location and use of the northern segment of the Moose-Wilson Road under the Grand Teton National Park Act."*

The planning process

A number of comments were received relating to the planning process, public scoping process, and collaboration on the plan. Commenters expressed that they look forward to the consideration of their submitted comments, and that the park continue to seek public input as the plan progresses. Some commenters mentioned that the management plan should be based on the best-available science and should complement the mandates of the National Park Service. Other commenters suggested a number of partnership and collaboration options, including that the park work closely with state and county governments to develop the plan and share the cost of the project. Some offered these suggestions because they were concerned that a variety of vocal interest groups may strongly influence the planning process.

Some commenters were concerned over the length of the proposed plan and the proposed budget for completion. Some offered that the plan could be more manageable if it focused on Moose-Wilson Road and a pathway and not the surrounding corridor. Others offered that they want the National Park Service to take ample time to perform public scoping and explore all options and impacts to the corridor before moving forward with a decision. Additionally, some commenters requested clarification about the relationship between this plan and the 2007 Transportation Plan / Final Environmental Impact Statement, and whether this plan could be tiered off it.

> *"Coordination with gateway communities is absolutely necessary, and should be viewed as collaborative, not combative."*

> *"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."*

> *"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 tiering off the 2007 FEIS GTNP Transportation Plan!"*

> *"…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."*

> *"I support whole-heartedly the study undertaken and larger scoping of the issues… 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."*

> *"It is imperative that detailed and thorough (peer reviewed) traffic analysis/study be done."*

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