

Public Comments Received for Moose Corridor Comprehensive Management Plan

Correspondence ID:

1 Project: 48252 Document: 68894

Name:

Clark, Connie

Address:

Sheridan, WY 82801

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Oct,29,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support the preferred plan.

Correspondence ID:

2 Project: 48252 Document: 68894

Name:

Morgan, Todd

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Oct,29,2015 11:18:02

Correspondence Type:

Web Form

Correspondence: Let me begin by thanking everyone involved in the exhaustive research, analysis, and planning which has gone into this EIS. I realize

it is no small feat and that not all stakeholders can ever be 100% satisfied no matter what alternative or combination of alternatives are chosen for

implementation.

After following the process closely, reviewing all of the documentation, and with a considerable stake in the outcome I am commenting as a resident, park

visitor and Moose commuter. As such I am steadfast on the following combination of considered and dismissed alternative elements:

1) The road should be realigned and entirely paved beginning from the north at the Chapel Rd. Jct. following east of the entire existing road corridor once

south of sawmill ponds and continuing south until returning to the existing paved road between Granite Canyon Trailhead and Poker Flats.

2) Access to Granite Canyon would remain from the southeast but as a result of the Moose-Wilson Rd. realignment as described in #1 above, would dead

end at the existing Granite Canyon parking area.

3) The Moose-Wilson Rd. realignment as described in #1 above should travel east of the LSR development but of course connect to it. The existing LSR

entrance road should be removed.

4) The existing Death Canyon Rd. should extend southeast to a relocated junction with the new Moose-Wilson Rd.

5) Death Canyon Rd. should merge with the White Grass Ranch access road at the existing gate and continue on it approximately 1000 ft from that point

where a parking area should be built to serve both Death Canyon and White Grass Ranch. The entirety of the existing unpaved portion of Death Canyon

Rd. should be restored to the natural contours and from the new parking area a trail toward the ranger cabin built in its place.

6) With the above changes in place the abandoned Moose-Wilson road corridor should be converted into a paved multi-use path OR restored to the natural

contours BUT with a paved multi-use path constructed parallel to the realigned Moose-Wilson Rd. as described in #1 above.

7) Do what you will with the speed limit and pull outs but the ubiquitous vehicle sequencing proposal is a recipe for failure and should not be implemented

in any way, shape or form.

I recognize all of the above would result in an exponential cost increase when compared to all of the current EIS alternatives: however, I am convinced it

would make for the best alternative for all stakeholders (including flora and fauna) when long term sustainability is considered for the next 100 years.

Thank you for the opportunity to comment one more time. Respectfully, Todd C. Morgan

Correspondence ID:

4 Project:48252 Document: 68894

Name:

plano, joe j

Address:

universal city, TX 78148

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Oct,29,2015 18:05:42

Correspondence Type:

Web Form

Correspondence: I think you guys are over-analyzing the traffic congestion and impact on the land and the solution to it.

To discourage congestion and people using the park as a short-cut, simply implement a \$10.00 fee to travel down the road. However at the same time, the

whole thing must be paved. The one section that is not paved should be paved the same as the rest. Nothing more nothing less.

Locals shouldn't be using this area as a shortcut anyways and the fee would still keep the area open to most visitors who would like to drive through who

are not commuters.

Personally, I would be on a motorcycle when I came through so paying the fee on a road trip to the state would not be a problem. The fee would keep

people out who are just in a hurry to get home while those that want to experience the area would be under less pressure from motorists.

I dont think making the whole park more expensive to maintain with more employees and complicated traffic management is needed. Plus the fee will help

offset costs that already exist instead of creating new costs for taxpayers.

Correspondence ID:

5 Project: 48252 Document: 68894

Name:

Young, Brent m

Address:

Mount vernon, WA 98273

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Oct,30,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support restricted use of the Moose-Wilson road

Correspondence ID:

8 Project: 48252 Document: 68894

Name:

Adams, Nancy M

Address:

Midvale, UT 84047

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Oct,30,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support plan B as I believe it will best address the serious congestion issues on the Moose Wilson road during the peak usage

periods, and at the same time promote and enhance the visitor experience. I have spent a great deal of time on this road during the summer months and

have seen a significant increase in its commuter use. It's not uncommon to see taxis and other vehicles using the road just to enter the park, often exceeding

the 25 MPH speed limit. There has also been an increase in the number of visitors and local residents who frequent the road to take advantage of wildlife

viewing and hiking opportunities, and to visit the LSR. Due to the high level of congestion I have witnessed numerous adverse impacts on the visitor

experience and wildlife activity. I support the plans to better mitigate and manage these problems, including restricting through traffic during peak periods,

moving the road at the northern end, and changing the speed limit to 20 MPH. The Moose Wilson Road is a unique destination to experience some of the

best the park has to offer, and I look forward to seeing improvements that focus on its uniqueness, and keeping people and wildlife safe.

Thank you.

Correspondence ID:

9 Project: 48252 Document: 68894

Name:

Flinch, Hans N

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Oct,30,2015 14:11:07

Correspondence Type:

Web Form

Correspondence: The choice by the NPS of Alternative C is very disappointing. Alternative D was clearly the one that would enhance the visitor

experience the most and provide the largest amount of multi-use access. The park is clearly missing out on an opportunity to connect the existing world

class pathway system, which is a huge draw by visitors into the park, to the pathway system in Teton Village. The relocation of Death Canyon trailhead is a

mistake, as it will make Phelps Lake significantly harder to reach and many visitors will be unable to make this hike. Also, it seems that limiting 200 cars

into the area at a time is blatantly ignoring the growing traffic issues that GTNP already experiences. Visitors to Moose Wilson road will now be able to

talk about their experience waiting in line to enter the corridor. Why wouldn't the park want to groom the MW Road? This is an occurring practice in

GTNP already and one that is greatly enjoyed by visitors and locals?

Overall, Alternative C is, as I stated, disappointing. I would hope that the NPS will reconsider.

Correspondence ID:

11 Project: 48252 Document: 68894

Name:

Sorsby, Wilma D

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,01,2015 19:23:02

Correspondence Type:

Web Form

Correspondence: I have ridden the horse trails along and adjacent to the Moose-Wilson Road for the past 30 years. I now own 2 horses & Poker Flats is

very convenient to where I live in Wilson. Over the years I have seen a lot of changes; however, the changes along the Moose-Wilson Road for equestrians

have been very disheartening. The most upsetting has been the eliminating of trails that have been considered "casual or redundant" trails which I and many

others have used for variety for all of those 30 years. By plowing under these trails all the regular trails are already showing overuse and deep trenches. It

doesn't make sense; and yet there is discussion to eliminate other "unnecessary" trails. There are reasons given that the usage interrupts wildlife; yet riding

quietly past wildlife I have never seen as disruptive as well as one of the reasons to use these trails is to enjoy the scenery AND wildlife. Jackson Hole is

being absorbed by "progress" of more roads - more buildings- more lights -more stores - faster pace - modernization. Let us not let our parks & open space

be changed to curb what it is meant to experience.

If those in charge need to do anything - just do NOTHING more to hurt the equestrians. I agree better parking - one way traffic alternating north & south -

& some paving of the gravel will make the road safer. Just leave the trails alone! So for my choice I would choose Alternative A.

Correspondence ID: 12 Project: 48252 Document: 68894

Name: Offutt, Thomas

Address: Jackson, WY 83001

United States of America

Outside Organization: PO Box 4205 Unaffiliated Individual

Affiliation: Member

Received: Nov,02,2015 10:26:57

Correspondence Type: Web Form

Correspondence: The GTNP support for preferred Alternative C is an indication that GTNP does NOT support the NPS mission statement: "The

National Park Service preserves unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and

inspiration of this and future generations. The park service cooperates with partners to extend the benefits of natural and cultural resource conservation and

outdoor recreation throughout this country and the world."

Alternative C curtails rather than accommodates park visitation. You know a reduction to no more than 200 cars including all those parked at Lawrence

Rockefeller Visitor Center and at the White Grass Ranch/ Death Canyon Trailhead, will result in a massive reduction of visitors. This means 9 in 10 park

visitors approaching from Teton Village will be DENIED admission to GTNP. How is that supporting the "enjoyment, education, and inspiration" of

GTNP? It clearly does not. It is exclusionary and counter to the intent of the NPS and Lawrence Rockefeller.

In addition, it is clearly counter to a cooperative approach of partnership with the many entities that promote outdoor recreation in Teton Village especially

and Jackson as well.

As a cyclist that using the Moose-Wilson Road in many of my rides, I see a personal benefit of Alternative C. Yes, paving the dirt would be nice. Less cars

would be nice. But, I am not so selfish as to support this poor choice. For the net effect will be massive traffic jams. The exclusionary approach will result

in a massive backlash and the initiative will ultimately fail. The result will be uncertain, but it will certainly be at a great expense and visitor frustration.

I strongly ask GTNP to consider these points sooner than later. Please recognize that building a bike path to complete the Jackson to Moose to Teton

Village to Wilson to Jackson loop is the best choice. GTNP needs to partner with Friends of Pathways and look at the Teton County Comprehensive Plan

that promotes alternative forms of transportation to the use of cars.

If you want to curtail the amount of cars look to Zion National Parks use of buses on April 1 through the summer months. GTNP needs to partner with the

Start Bus during peak months to ensure access. There is plenty of parking at Stilson Parking Lot and in Moose surrounding the old visitor center.

Any analysis of what will be needed in 10 or 20 years based on visitation growth reveals buses will be required. I encourage a progressive, forward looking

solution rather than an exclusionary and untenable road block.

Correspondence ID:

13 Project: 48252 Document: 68894

Name:

PUBLEE, JEAN

Address:

FLEMINGTON, NJ 08822

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,02,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: TH EWILDLIFE AND VEGETATION SHOULD GET THE HIGHEST PRIORITY IN BEING PRESERVED IN ITS NATURAL

STATE IN THIS AREA. THE VISITORS NEED TO BE RESTRAINED. I SEE WHER YOU TELL THE VISITORS SOMETHING AND

INVARIABLEY THEY DONT LISTEN AND THEN CAUSE PROBLEMS. I WOULD LIKE TO SEE THIS AREA CALLED A WILDERNESS AREA

AND KEEP ALL THEVISITORS OUT. I ALSO VERY M UCH OPPOSE ANY HUNTING OR FISHING IN THIS SITE. I SEE VERY LITTLE

EFFORT EVER BY ANY GOVT AGENCY TO EVER PROTECT AND PRESERVE FOR OUR CHILDREN. OUR CHILDREN DESERVE NOTHING

LESS. THEY DESERVE TO HAVE SOME NATURAL LAND PRESERVED AND PROTECTED. INSTEAD WE HAVE CORRUPT GOVT

AGENCIES LIKE THIS ONE PLOTTING WAYT SO OVERRULE ANY PUBLIC COMMENT AND WORK ONLYH FOR PROFITEERS TO

DESTROY AND DENIGRATE SITES. THIS IS OPEN SPACE. IT BELONG TO ALL AMERICANW. THE CORRUPT GOVT NEEDS TO STEP

BACK AND STOP MAKING WORK FOR EMPLOYEES OF THE AGENCY BY TOXIC CHEMICAL APPLOICATIONS, BUTNS THE SITES UP

SO THAT THE ANIMALS AND BIRDS HAVE NO FOOD OR HOME, PUTTING ROADS ALL OVER WHICH BRING IN INVASIVE PLANTS

AND CAUSE DEATH TO ANIMALS AND BIRDS. ITS TIME TO STOP THE CORRUPT GOVT FROM OVERRUNNING EVERY PUBLIC SITE THE

PUBLIC OWNS. THE PEOPLE HIRED IN THESE AGENCIES ARE THE DREGS OF HUMANITY WITH NOT A BIT OF HEART IN THEIR

BODIES, JUST THERE TO CONCRETE EVERYTHING OVER. KEEP THE VISITORS OUT.

Correspondence ID:

14 Project: 48252 Document: 68894

Name:

Smith, Naseem A

Address:

Denver, CO 80113

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,02,2015 21:09:34

Correspondence Type:

Web Form

Correspondence: I am a shared property owner (own with family members) of property in Jackson Hole.

I STRONGLY SUPPORT NOT CHANGING WILSON ROAD!!!

I travel often throughout parks in the western US. Things like using queues, busing, limiting hours of access, severely negatively change the feeling of

parks, which no longer feel wild and scenic, nor truly open to the public, but rather more like regulated amusement parks. I realize at times this creates

some limited crowding and traffic, but this is far preferable to the alternative, and is to a some degree self regulating.

THIS IS NOT JUST CHANGING ACCESS ON THIS ROAD- - IT IS ALTERING THE FEEING AND CHARACTER OF THE PARK.

I CANNOT EMPHASIZE THIS ENOUGH; SUCH CHANGES IMPACT (AND DIMINISH) THE ENTIRE CHARACTER OF THE PARKS.

I AM MUCH LESS INCLINED TO VISIT PARKS WHERE I HAVE EXPERIENCED THIS, AS ARE MY FRIENDS, AND VISIT THEM MUCH

LESS OFTEN.

I realize there is a lot of bear activity on this road; however no one is walking any significant distance into the surrounding forest to disturb that area;

people are just right at /near the road.

Also, this will unfairly and negatively impact owners of rental units in Teton Village. I certainly would be less inclined to stay there as a visitor if the

proposed changes are put in place.

THE NATIONAL PARKS BELONG TO THE CITIZENS, whose experience of them should be regulated as little as possible.

Sincerely

Naseem Smith M.D.

Correspondence ID:

16 Project:48252 Document: 68894

Name:

Moyer, Peter F

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,04,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am in support of Plan C, the best alternative which was selected by your Staff.

Very well done, and thank you!

Peter F. Moyer

Correspondence ID:

19 Project:48252 Document: 68894

Name:

Perry, Myron S

Address:

Roy, UT 84067

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,05,2015 16:04:48

Correspondence Type:

Web Form

Correspondence: From the information provided I'm not certain how to respond. As long as there is no effect on Mormon Row and the road leading

through it I concur. If the one purposed road road closure is the Mormon Row road I strongly oppose.

My father built a home that still exists in that area

and I would like to have it remain open for access.

Please respond on plans for Mormon Row road.

Thank You,

Myron S. Perry

Correspondence ID:

20 Project:48252 Document: 68894

Name:

Gardner, Linnea

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,06,2015 10:37:29

Correspondence Type:

Web Form

Correspondence: I am 100% behind your Preferred Alternative C. I think this shows a lot of thought for all parties and provides as much access as

possible while taking into account the flora and fauna of the Park and keeping in mind its purpose of protecting the area as much as possible for future

generations. You are looking at the least amount of construction and impact, while taking into consideration the large numbers of people who use this

corridor.

I was happy to see under "Traffic Management" that if additional traffic measures are needed in the future because of volume related congestion, that you

are willing to consider an alternative transit system. Shuttles have proven to be very effective in other parks and I feel that as the population grows and

visitor counts go up, that this is the future for most National Parks.

And, although I am not a proponent of bicycles everywhere, I have no problem living with them on the roads if they are managed in a reasonable manner. I

think this plan more than fairly addresses their use and gives them plenty of opportunity to use the road safely, while not impacting others. I thank you for

this foresight. This is after all a National Park and not a Recreation Center.

There is no plan that will satisfy everyone. But I think this shows a good balance of trying to take everything into account. We all need to remember that

this Park belongs to everyone, and not just those that live here, and not just those on 2 wheels. My personal thought being that we really do not need another pathway or any more roads along this corridor.

I thank you for your consideration of our comments in making your final decision on how to handle this most heavily used and unique area of this Park.

Correspondence ID:

21 Project:48252 Document: 68894

Name:

Pieper, Susan

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,06,2015 11:01:33

Correspondence Type:

Web Form

Correspondence: NPS,

I am sincerely disappointed in your recommendation that does not solve anything and, in fact, keeps us stuck with traffic congestion in the park.

At a minimum, please re-consider adding back in/and funding the separate multi-use pathway as a means to reduce car traffic in the park and provide for

continued access for generations to come. This will be visionary and something you and your children will be proud that you did. In the future, visitors and

locals will visit more parks OUT of their cars. We must as a society embrace this and NOT get stuck with the current paradigm that sitting in a car and

driving through a national park is the only way to see a park NOR is it the preferred way. If there were a pathway, it would be so much better visitor

experience AND it connects the park to the broader pathway network.

The queuing seems like a very low cost alternative but it does not solve anything. Only an alternate like a pathway can ultimately reduce traffic.

The pathway MUST be part of the solution.

Regards,

Susan Pieper

Wilson, WY

Correspondence ID: 22 Project: 48252 Document: 68894

Name: Willemain, Jeffrey K

Address: Moose, WY 83012

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Nov,08,2015 09:57:47

Correspondence Type: Web Form

Correspondence: Compliments to the Park for having conducted a process with unparalleled transparency and thoroughness. I believe the Park has

arrived at the best preferred alternative, most in keeping with its Mission: to preserve unimpaired the natural and cultural resources of the park system&..

and the provisions of the Organic Act: &to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the

enjoyment of same in such manner and by such means as will leave them unimpaired for future generations.

We should all recognize that had there never been a road through this stretch prior to formation of the park, we would not be having this debate. Would

anyone be seriously suggesting that we build a road/ bike path through a prime wildlife, archeological, and wetlands section of a national park?

But we have a road, and we have had tremendous growth in the gateway communities and park visitation as well as other changes not the least of which is

the presence of grizzlies, understandably creating pressure to meet a series of needs. This does not mean the Park service should stray from its Mission and

enabling Act.

I have volunteered this past year and spent many hours on Moose-Wilson road, assisting the Park in dealing with the visitors and wildlife. It is clear to me

that it is not wise, or practical, to absorb more traffic. As noted, traffic is up 26-60% since 2006, depending on the month, and this will increase more as

visitation increases. I strongly support a plan to contain this volume, because any appreciable increase will jeopardize the quality of the experience of the

visitor. There may be other configurations of traffic management than the specific plan noted in alternative 3, but containing traffic volume is a must. There

is a limit to what this area of the Park can absorb.

More important, while people visit the Park for many things, seeing a moose or a bear tops the list. Habitat is critical for these animals. For all who value

this unique wildlife and the experience they offer, it is inappropriate to think the Park should undertake to reduce the habitat in my view. The corridor

should not be used for commuting purposes. A bike path should not be constructed, as it involves significant habitat loss, as so clearly discussed in the

document. The EIS states a bike path-as included in alternative 4- - would have a significant adverse impact on the grizzly bear; involve significant habit

fragmentation and loss and increased risk of surprise encounters.

I support bike paths, and believe the path system in town is an important endeavor. The existing paths in the Park are largely in open space, where visibility

is good and there is time to avoid an encounter with wildlife. That would not be the case in this corridor.

Several years ago residents in the Hoback area mobilized to address fracking proposals in the Wyoming range. The economic advantages to those residents

were clear, as the surrounding communities generally made their livelihoods in the energy industries. Yet those same residents, rallying behind the mantra

too special to drill, successfully worked to stop the proposal, knowing there would be an economic cost.

Moose-Wilson is too special to overwhelm any further than we have already. There are some places where we need to minimize our impact, and this is one of them.

Correspondence ID:

Name: hartenstein, larry

Address:

alpine, WY 83128

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,10,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: put in a bike path on the Moose Wilson! Keep it open all the time. I and many others run in the park in the morning and then commute to the Village from Moose. don't ruin this!

Correspondence ID:

24 Project:48252 Document: 68894

Name:

Bullinger, Brooke

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,09,2015 00:00:00

Correspondence Type:

Letter

Correspondence: Grand Teton National Park -

I would just like to say that I totally back your draft plan (for Moose-Wilson Road) of no separated pathway. Do not let special interest groups sway you.

GTNP belongs to 300 [plus] million people not a small number of people who have special interests. Since all the science backs you up you need to say

strong and true to the mandate of the park and that is to protect its resources and wildlife.

Thank you.

Brooke Bullinger (41 year resident)

Correspondence ID:

26 Project: 48252 Document: 68894

Name:

boynton, beverly j

Address:

kelly, WY 83011

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,10,2015 15:28:25

Correspondence Type:

Web Form

Correspondence: Thank you for taking time for comments. In general, I think Alternative C (NPS Preferred Alternative) is good, but it can be tweaked

to make it even better.

My most important concern is the Death Canyon Trailhead. I strongly feel the DC Trailhead should remain where it is, with dispersed parking similar to

what it is now. The road should be graded, and parking areas and other pullouts better defined in order to minimize degradation to surrounding areas.

My reasons:

- o Adding 2 miles to the round trip to Phelps Lake Overlook and to the Valley Trail I think would deter some from what should be an excellent way to

experience GTNP away from cars. To my knowledge, these trails are not overrun with too many people, so I don't see a need to discourage people from

these hikes.

o A single large parking lot for 90 cars is quite an eyesore, and would require more disruption of land. Dispersed parking allows users to drive only part of

the road if they intend to visit or hike near White Grass Ranch; perhaps somewhat more parking could be had here along with picnic tables. Continued

signage that the rest of the road is rough and winding, with RVs etc. prohibited would help minimize traffic and parking further up the road. Signs for

hiking in White Grass Ranch area would be compatible with dispersed parking.

Banning taxis year round serves no real purpose, though I suppose it is intended to discontinue use of the road as a throughway. However, there are visitors

to GTNP who simply don't want to rent a car, yet should be able to visit the MW Road, or hikers exiting hiking trails (i.e. Death and Open Canyons) who

don't want to drive 2 cars to set up a shuttle. Furthermore, taxis usually have more than one passenger, unlike many private vehicles. Taxis should simply

have to obey the same rules as private cars (i.e. speed limits, queuing when that is in effect).

It does not seem fair or to accomplish the goal of less traffic on the road to count cars that are parked for full day or multiday hikes. I'm not sure how the

goal of 200 vehicles in the corridor can be monitored, and I don't see mention of what hours during the day of peak months would begin limiting vehicles. I

am assuming that, for example, a climber needing an early start could drive in earlier than the time chosen, and would be able to drive out whenever

finished?

Finally, I am disappointed that some kind of mass transportation (i.e. small shuttle buses) is not on the agenda at this time. I think there is a real need for

this, and I envision shuttle vans picking up passengers on either end, stopping at LRP to let some off and pick up others, and continuing to the opposite end

before returning to original end. Such vans would decrease the number of single vehicles on the road. Please consider this further.

I agree with the rest of Alternative C, and think you have all done a good job sorting through this contentious issue. I may even try bicycling the MW road, as I think this Alternative will make it safer. Thanks.

Correspondence ID:

27 Project: 48252 Document: 68894

Name:

Huebner, Bernard C

Address:

Waterville, ME 04901

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,10,2015 17:51:22

Correspondence Type:

Web Form

Correspondence: This comment concerns Alternative C, the NPS Preferred Alternative. As a former White Grass Ranch wrangler in the 1960s and

long-time climber/trekker in the Tetons, I am concerned about the plan to move the Death Canyon Trailhead back from its present position roughly a mile

out onto the flats. For anyone day-hiking into Stewart Draw, Death or Open Canyons, or day-climbing any of the surrounding peaks, this amounts to

adding two miles of unnecessary trail. Unlike the trail at Lupine Meadows, say, which begins by rising immediately toward Garnet Canyon and

Amphitheater and Surprise Lakes and the peaks beyond, this seems a questionable extension of the time available to someone seeking to get into the high

country. The current trailhead is already well located; the access road and parking area are all that need improving. Building a parking area a mile out on

the Death Canyon Road will take no less space. Given the significant elevation change (anywhere from 9,500' to nearly 12,000' on Buck Mt.) and distance

most hikers are already willing to undertake, adding two more miles of needless flat trail seems burdensome. I don't know how many of those using the

parking area are already undertaking a very long day (I remember doing a traverse over Prospector's Peak from Open to Death Canyons that began and

ended in darkness), versus how many are only out for a stroll to the Phelps Lake Overlook, but this one aspect of Alternative C does not seem to serve the

latter well at all.

Many thanks for the opportunity to comment.

Correspondence ID:

29 Project: 48252 Document: 68894

Name:

Stirn, Kelly H

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,11,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Of all the Alternative, I feel Alternative C is the best choice. It combines and balances the need to protect this corridor while offering

fair opportunities to take advantage of it's unique resources. Thank you for not including a bicycle pathway. This would have ruined the rare uniqueness of this corridor.

Paving the existing unpaved Southern portion of Moose-Wilson Road

Paving of the southern portion of the road offers a safer access for bicyclists. However, in general, I do not feel the Moose-Wilson road in the park is a safe

road for bicyclists and that this should be expressed to bicyclists entering this corridor. I would suggest at the Entrance Stations to this corridor that

bicyclists be warned that this road has many blind spots and changes in elevation and is not a safe road to ride and that bicyclists ride it carefully.

Often, I see families entering the Granite Canyon Entrance Station with young children and cringe at the thought of what they are about to get into. I think

with a little warning, families and less experienced bicyclists will have pertinent information to make the choice as whether to continue or not. Of course,

Teton Village businesses may not like this, but it prevents the park being fully responsible for inexperienced bicyclists entering a challenging road.

Traveler Alerts:

This alert system is a wonderful idea. It would be useful to have it located North of Teton Village entrance rather than South so vehicles exiting Teton

Village would be able to view the alerts. It would be useful to include parking situation at LSR. Often, people drive to LSR to find there is no parking and

then return immediately, creating more unnecessary traffic on Moose-Wilson.

Reduce Speed Limits:

This is also a nice idea. Hopefully, it would not require speed alerts that are present on Highway 390. It would take away the ambiance of the corridor.

Queuing Lanes:

Currently, traffic at the Southern Granite Canyon Entrance Station is a problem. On many occasions this summer (2015), traffic was backed up with 60 cars

waiting to enter the park. This consequently blocked the entrance to Range Road, which allows access for R Lazy S Ranch, Yodler Subdivision, Granite

Creek and Lake Creek. With traffic blocking access, cars wishing to access Range Road from the south would have to wait over 20 minutes. This has also

effected deliveries to this area such as UPS, Federal Express, and Sysco.

Queuing Lanes will help, but for only 30 cars. Another solution is to coordinate with Wyoming Highway Department and have a right lane available to turn

onto Range Road from the south. Another option would be to allow the Entrance Station to have cars quickly by-pass the entrance station when too many

cars were blocking the highway. This would require some kind of eye on the traffic backup situation which is currently not available at the Station.

Another idea to help prevent traffic backup at this Station would be to have another fee station for cars with passes as I understand is done at Moran

Entrance Station. This would allow cars to enter this corridor more quickly and therefore prevent potential backup.

I will be sending a hard copy of this comment to show pictures of the traffic backup on HWY 390 before the Entrance Station.

Horse Use:

We appreciate the options in Alternative C for horseback riding, especially the Horse Trailer Parking improvements. Currently, however, at the Granite

Canyon Entrance Station, horse trailers are bypassing the entrance station and parking on Range Road, sometimes blocking access to residences off of this

road and blocking school buses from turning around at this location as they do on a daily basis during school season. This is part of Highway 390 and

should not be used for this purpose while accessing the park. We all pay our entrance fees to access the park, why allow those who can park on Range Road

bypass this requirement.

A solution would be to either suggest that the Wyoming Highway department place a "No Trailer Parking" signs on this road, or for the park to build a

fence along the northern portion of this road to prevent riders from entering the park without going through the entrance station.

I will be sending a hard copy of this comment to show pictures of trailers on Range Road and blocking access to local residences.

Correspondence ID:

30 Project:48252 Document: 68894

Name:

Eisen, Hilary

Address:

Bozeman, MT 59715

United States of America

Outside Organization:

Winter Wildlands Alliance Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Nov,11,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to comment on the Moose-Wilson road draft comprehensive management plan and environmental

impact statement (EIS). Winter Wildlands Alliance (WWA) is a national advocacy organization that represents the interests of human-powered winter

recreationists across the U.S. Collectively, WWA represents over 55,000 members and 39 grassroots partner organizations in 11 states, including the

Wyoming Wilderness Association and Friends of Pathways in Wyoming. Many of our members and ambassadors live in the Jackson area and many more

recreate in Grand Teton National Park.

The Moose-Wilson road provides a myriad of winter recreation opportunities, including cross-country skiing and snowshoeing along the unplowed road

and access to world-class backcountry skiing. The preferred alternative does not negatively impact winter access and use along the Moose-Wilson road

corridor. As such, we support the preferred alternative.

Sincerely,

Hilary Eisen

Recreation Planning Coordinator

If the pressure to change your decision becomes too extreme you can always go to the more restrictive alternative- maybe they should remember that.

Again, thank you for all you have invested in this controversy.

Correspondence ID:

32 Project:48252 Document: 68894

Name:

Kummer, Julie and Larry

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,12,2015 17:27:39

Correspondence Type:

Web Form

Correspondence: Thank you for all the work you are doing and will be doing regarding the corridor. I expect you will get comments scattered all over

the spectrum.

Ours:

Your preferred option would be fine except for bicycles. The road is too narrow for bikes. Constant watching and concern, especially when meeting

oncoming cars while passing near bicycles spoils the drive. You might limit the bicycles to certain times, or times for bikes only, but if you insist on

allowing bikes and cars to travel this road together, then I would opt for alternative D.

Correspondence ID:

34 Project:48252 Document: 68894

Name:

Brower, Christine

Address:

Pocatello, ID 83201

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,14,2015 08:07:14

Correspondence Type:

Web Form

Correspondence: I agree with the preferred plan C. Although I am a bicyclist and love biking in the park, I feel adding a bike path to the corridor would

add unnecessary expense both in cost and to the environment/wildlife. I have been avoiding biking on the corridor due to the rough road with huge potholes

to go around or through. Having the road paved is something I have wanted for years and with a slow speed limit would allow for safer biking even though

cars will be there too.

I would like to see information about wait times near the intersection of Highway 22 and Wilson Rd to decide which route to take into the park. I am

looking forward to positive changes in my favorite park.

Correspondence ID: 35 Project:48252 Document: 68894

Name: Lightner, Robin

Address: Jackson/Teton Village, WY 83025

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Nov,15,2015 11:25:45

Correspondence Type: Web Form

Correspondence: I'm commenting on the MooseWilson Road proposal. At this time the traffic is terrible mostly because of the entrance station that was

added. This made it seem to tourist that this is an official road into GTP, a back road where they will see wildlife so they are all taking it. I believe

originally it was a totally dirt road only paved to Rockefeller's ranch when he wanted that portion to be paved. However even then it was mostly used by

locals with just few tourist. Unless you take out the station and remove it from the maps will there be less traffic on it and that will take a while to happen.

However, I believe one thing that might help a little is to give ALL locals and their families who may be visiting a sticker or something to put on their car

that will allow them to go through in the proposed second lane without stopping at the entrance. Locals could even pay a small fee for the sticker however I

do think it should be free since we have to live and deal with the tourist and we are the ones that support GTP. I included families as since we live on Lake

Creek Ranch which is right next door to the station when our children etc are visiting if they want to go to Dornan's or anywhere North they have to buy a

pass or drive all the way around through town. It's not just the time involved but also the fuel and wear and tear on our vehicles. The GTP should respect

and care about the locals. You want us to support you but you do not support us. You just keep asking for money. We have a Senior Pass but when our

grown children are here they have to pay. Not Fair!! They grew up here and this is their park too. I think this should be done altho it may only help a little

with the traffic. It's worth a try. This problem with the Moose/Wilson road did not exist when we moved here in 1976. I also think it should be kept open

until the snow is too deep to drive through for local use. I always fly in around Nov. 1 or 2 and it's a long way around to get home. Today is Nov. 15th and

there is no snow on the ground anywhere. Please take my comments into consideration. Thanks, Robin Lightner

Correspondence ID:

36 Project: 48252 Document: 68894

Name:

Lightner, Robin

Address:

Jackson/Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,15,2015 11:33:00

Correspondence Type:

Web Form

Correspondence: I just left you a comment but have an additional concern. If, as I suggested, you give locals some sort of priority, there will still be the

problem of how we cross the long line of cars to the second lane to go through with a pass. If you persist with having the station you will need a locals only

lane and a tourist only lane. Robin Lightner

Correspondence ID:

38 Project:48252 Document: 68894

Name:

Jones, Joyce p

Address:

Casper/Moran, WY 82604

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,16,2015 13:41:05

Correspondence Type:

Web Form

Correspondence: IIN ORDER FOR US TO ACCESS THE VALLEY TRAIL VIA THE WHITE GRASS ROAD WE MUST BE ABLE TO DRIVE

TO THE TRAILHEAD. THIS ALSO APPLIES TKO THE HIKE UP TO PHELPS LAKE. AT OUR "ADVANCED" AGE IT WOULD BE IMPOSSIBLE

TO WALK TO THIS TRAIL HEAD FROM WHERE THE PUBLIC ACCESS TO THIS ROAD IS PROPOSED.. THE SAME WOULD APPLY TKO

ALL OF US EXCEPT FOR THHOSE PLANNING ON AN EXTENDED PHYSICALLY CHALLENGING HIKE.

PLEASE CONSIDER MAKING THE WHITE GRASS ROAD ONE THAT IS NOT FOR ADMINISTRATIVE USE ONLY THIS WOULD ALLOW

THE MAJORITY OF THE PUBLIC THE ABILITY TO HIKE THESE VERY POPULAR TRAILS.

THANK YOU FOR YOUR CONSIDERATION OF THIS PROPOSAL.

Correspondence ID:

39 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,17,2015 08:07:31

Correspondence Type:

Web Form

Correspondence: Given the delicate nature of the corridor, I think limiting both auto and bicycle traffic is the best solution.

I'm not sure paving more of the road will be a benefit. People drive much faster than the speed limit on the paved portions now, so paving it all the way will

only make that problem worse. I think the road should remain unpaved in the most critical areas for wildlife - and even allow some of the paved areas to be

unpaved to slow traffic.

The ideal solution would be to close the road to autos completely, but given the alternatives I believe the preferred alternative is the best trade-off.

Thanks for preserving the park for wildlife. It really is what most people come to see and the reason I live in Jackson.

Putting up with a little inconvenience to keep the resource as pristine as possible should be acceptable to everyone.

Please don't buckle to the pressure you're bound to get to pave more from the bicycle groups or from Teton Village - who want to use that precious resource

as a speedy corridor to get to the airport.

Thanks again.

Correspondence: I strongly support the Park Service's plan. This is wildlife habitat not Disneyland. It needs to be kept in it's most natural state for the

benefit of wildlife. We have plenty of bike paths and I'd hate to see it paved. I've lived here 37 years and the longer I stay and more people I see moving

here I realize they miss some of the things they had back home and would like to see them here. It's too bad the animals can't speak for themselves.

Too much is being developed here for the benefit of more people.

Keep it natural and wild!

Correspondence ID:

41 Project: 48252 Document: 68894

Name:

Wilkinson, David L

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,18,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: First, I would like to complement the NPS staff and Grand Teton National Park for completing a thorough and comprehensive study

of this very scenic and habitat rich transportation thoroughfare known as the Moose-Wilson Corridor. After reviewing the four alternatives considered, I

completely support your decision to make Alternative C the preferred alternative. I feel that this alternative is the best choice if the goals are to achieve a

balance of preservation and public use and enjoyment as well as the conservation legacies within the corridor, as stated in your decision. The Moose-

Wilson Corridor's critical wildlife habitat, diverse wildlife and scenic grandeur must be protected and the integrity of this area of the Park must be secured

for all. I also am supportive of the parking and road improvements outlined as part of Alternative C regarding the Death Canyon and Sawmill Ponds Areas,

the new north entrance gate location and the decision to pave the final portion of the Moose-Wilson Road.

In the future if the implementation of Alternative C is found to be inadequate to the protection of resources, I support the transitioning to a public transit

system such as a free shuttle. Long term, this option could be joined with a shuttle transit system between the south entrance and all the way to the Jenny

Lake area. This would reduce congestion and overall human transportation impact on some of the most popular sections of the Park. I also would be

supportive of an earlier closing of the road by October 1st or 15th to further protect fall wildlife movement and use of this important black and grizzly bear

area.

In closing, thank you for focusing on the goals of protecting and allowing this wildlife rich area to continue to perpetuate and remain for the enjoyment of

future generations. Additionally, I commend you for not being influenced or coerced by local interests, who through their actions and will are attempting to

re-make Grand Teton National Park into a paved pathway filled county recreational park. Alternative C is the right choice at the right time.

Name: Leon, Nancy

Address: wilson, WY 83014

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Nov,21,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Thank you for your diligent work and process to present these alternatives. I greatly respect your analysis and recommendations, and partnership with the community and visitors at large.

1/ I would like to see a separate bike path added to option C, for increased non-motorized visitor experience to GTNP.

2/ I would also like to recommend for winter - Dec-mid-April - a short (3 mile) groomed nordic trail added , starting from the Granite Canyon trailhead

running north to the Death Canyon turnoff (i.e. from plowed road to power road). The nordic ski trail would accommodate 2 classic cross country tracks,

with a skate ski track in the middle, similar to the track starting at Taggart lake trailhead . this will increase visitation of this beautiful corridor in winter

with very low impact.

Thank you for your consideration.

kind regards,

Nancy Leon

Correspondence ID:

Name: Buhler, Tina W

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,21,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for your good work in the regard of the Moose-Wilson Road. I appreciate your time and care and agree with your findings

as stated below.

The Preferred Alternative is a conservation-minded, science-based approach to Corridor management. Support reduced speeds and continued shared use of

the road by vehicles and bicycles, thereby negating any demand for a separated bike pathway.

Correspondence ID:

46 Project: 48252 Document: 68894

Name:

Blatt, Joan

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,21,2015 15:57:20

Correspondence Type:

Web Form

Correspondence: I would like to basically support the draft that has currently been chosen by the park service. My only concern is limiting the number

of cars on the road and the one in/one out policy. I would prefer to restrict the flow of traffic by allowing access from each end of the road, only to the

Rockefeller center and back. I realize this would involve some construction of barriers/parking facility.

However, if that isn't going to be a possibility, I am satisfied with the plan that has been designated as preferred which includes reroute get the northern

section of the road, paving the road, and most importantly NO BIKE PATH!!!!

I have become aware that the governor is meeting with the business interests in the area. I sincerely hope their interests are counted with the same weight as

the local residents of Jackson. One vote for each person. Not one very large vote based on business interests.

Thank you

Correspondence ID:

47 Project:48252 Document: 68894

Name:

Salter, Andrew H

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,22,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for the excellent work on the DEIS. I wholeheartedly support the park in your Preferred Alternative (Alt. C), which will

protect critical natural and cultural park resources, use adaptive management to reduce congestion on the road, and expand the preservation goals of the

LSR Preserve to the entire Corridor.

The Preferred Alternative is a conservation-minded, science-based approach to Corridor management. I strongly support reduced speeds and continued

shared use of the road by vehicles and bicycles, thereby negating any demand for a separated bike pathway.

I support continued guided wildlife tours by guiding companies.

I support continued winter use of the ungroomed road by skiers and snowshoers and hikers as snow conditions allow, and urge you not to allow winter

wheeled vehicles such as fat tire snow bikes.

I urge you to reduce development footprint from current levels (parking, pullouts, structures, trails, etc.)

I urge you to prohibit commercial traffic unrelated to experiencing the park such as taxis

I urge you to prohibit any further habitat fragmentation and to keep all impacts within the current rustic width of roadway.

I urge you to reduce from current levels any impacts to wildlife, including grizzly bears, black bears, wolves, wolverines, elk and moose.

Thank you for consideration of my comments

Andy Salter

Correspondence ID:

48 Project: 48252 Document: 68894

Name:

Hornback, Ken

Address:

Lakewood, CO 80215

United States of America

Outside Organization:

NPS retired Unaffiliated Individual

Affiliation:

Member

Received:

Nov,22,2015 13:14:12

Correspondence Type:

Web Form

Correspondence:

Planners -

Have you used the Money Generation Model to calculate the sales revenue, tax revenue, and jobs created by the park in its' current configuration

(attributable to the state of preservation). Have you explained that threats to resource preservation undermine existing the tourism benefits now generated

by the park. Hopes for increasing tourism actually threaten the delicate metabolism now in place. The ambitions of individuals can easily upset the balance

of resources protected vs. resources worth the experience of the touring public. Countering economics with mushy nature talks is lame. Fight economic

ambitions with economic facts.

Hornback

NPS Sociologist (retired)

Correspondence ID: 50 Project: 48252 Document: 68894

Name: Castleberry, Don H

Address: Little Rock, AR 72223

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Nov,23,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I support the NPS preferred alternative

Correspondence ID:

51 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,23,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support the Park's Preferred Alternative (Alt C) because it provides for continued shared use of the road by vehicles and bicycles.

I do not want to see a separated bike pathway because I believe that it would fragment the wildlife habitat and would be very expensive to construct and

maintain. I also believe that a separate bike pathway would be potentially dangerous to users because of the bear habitat through which it would be located.

Thank you for the opportunity to comment on the plan.

Correspondence ID:

52 Project:48252 Document: 68894

Name:

Williams, Scott A

Address:

Jackson, WY 83001

United States of America

Outside Organization:

retired Unaffiliated Individual

Affiliation:

Member

Received:

Nov,23,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I completely support the Park Service's proposed approach to managing Moose-Wilson Road.

The summer traffic is completely out-of-hand. Despite increased staffing, large traffic jams build up, creating frustration for drivers and pressuring wildlife

(e.g., bears, moose, elk). Motorists in a hurry drive erratically, trying to speed through jams. The unpaved section of M-W gets quickly rutted out and

difficult to traverse. It also requires the park to close the road several times each summer for regrading. There is no additional room for a bike path along

the existing corridor and cutting an entirely new path would be a huge impact on this sensitive environment.

The park's proposal addresses all of these issues:

Limiting the flow of traffic reduces bottlenecks and lessens the impact on wildlife.

Paving the gravel section smooths the drive and eliminate road closings for regrading.

Bicyclists will be more willing to traverse a road with a better surface and fewer cars.

Most of all - - The Park Service sustains its primary mission - - preserving and protecting the natural environment.

The Moose-Wilson Road within GTNP should not be considered a primary transportation route for Teton County residents and visitors. It passes through

an environmentally-sensitive section of the park with abundant wildlife. The Park Service's proposed approach solves some of the existing problems and

reduces the impact of the ever-growing traffic numbers.

Correspondence ID:

53 Project: 48252 Document: 68894

Name:

Tonnessen, Kathy

Address:

Missoula, MT 59807

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,23,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: • I support the park in their Preferred Alternative (Alt. C), which will protect critical natural and cultural park resources, use

adaptive management to reduce congestion on the road, and expand the preservation goals of the LSR Preserve to the entire Corridor. I do not support the

construction of a new pathway/bike path. Further development along the corridor should be kept to a minimum.

- The Preferred Alternative is a conservation-minded, science-based approach to Corridor management, with lots of science studies to back up this plan.

I have travelled this corridor and so I would like to see reduced speeds and continued shared use of the road by vehicles and bicycles, thereby negating any

demand for a separated bike pathway.

- I support continued guided wildlife tours by guiding companies, within limits and with accommodation for migrating wildlife.

- I support continued winter use of the ungroomed road by skiers, snowshoers and hikers as snow conditions allow. I would not support other winter

sports, such as use of winter wheeled vehicles such as fat tire snow bikes or ski joring.

- I would like to see the park limit/reduce the development footprint from current levels (parking, pullouts, structures, trails, etc.)
- I support the alternative that would prohibit commercial traffic, such as the use of the road by taxis, commercial transport or large busses.
- I would urge the park to prohibit further habitat fragmentation and keep all impacts within the current rustic width of roadway.
- Any plan needs to take into account the current and future use of the corridor by wildlife, including raptors and other birds, grizzly bears, black bears, wolves, wolverine, pronghorn, elk and moose

Correspondence ID:

54 Project: 48252 Document: 68894

Name:

hofley, carole s

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,23,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am in favor of Alternative C.

Carole Hofley

Correspondence ID:

56 Project: 48252 Document: 68894

Name:

Haberfeld, Louise

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,23,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The Park is making absolutely the right plan! Visitors can drive the Moose-Wilson road slowly and carefully, without too much traffic

at any one time. A short wait to enter the road is not a problem in our beautiful scenic countryside. This corridor of the park must be designed and kept for

the health of the wildlife; this road is not a commuter shortcut. I enjoy bicycling on our park pathways as much as anyone, but I know that a pathway in this

area is unnecessary and unsafe for bicyclists and bears. Fewer cars (perhaps a shuttle bus in the future), a few more miles of pavement, no foot or bicycle

traffic, and the safety of wildlife- -the Park plan has these elements. My family and I thank you!

Correspondence ID: 58 Project: 48252 Document: 68894

Name: powers, dan

Address: driggs, ID 83422

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Nov,24,2015 10:11:41

Correspondence Type: Web Form

Correspondence: Briefly, I support the option C , as proposed by FOP. Keep the road open, build a pathway, and improve transit option. Limiting

traffic just diverts the problem elsewhere.

Correspondence ID:

59 Project: 48252 Document: 68894

Name:

Ladd, Anne

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Correspondence ID:

60 Project: 48252 Document: 68894

Name:

campagnaro, stephen

Address:

cheyenne, WY 82009

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,24,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have intimate experience with the Moose Wilson road corridor. It is a special place that can never be replaced if it is destroyed in

any fashion. On one side you have old growth forest and wetlands. On the other is mountain and forest. It is valuable habitat for Moose , Bear, Birds, Fish,

Otters, amphibians, deer, elk , Great Grey Owls and many other species. I think it should be left alone and that no changes be made to this unique and

precious eco corridor. Thanks

Steve Campagnaro

Correspondence ID:

61 Project:48252 Document: 68894

Name:

Alderson, George and Frances

Address:

Catonsville, MD 21228

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,24,2015 12:56:47

Correspondence Type:

Web Form

Correspondence: Please consider this message as our comment on the Draft Moose-Wilson Corridor Comprehensive Management Plan/EIS. I visited

Grand Teton National Park and Moose some years ago as one of the hosts to an international group of visitors. Our guests, from Switzerland, greatly

enjoyed the park and kept lifelong memories of that trip. Nothing should be done that would degrade the park's values or make it less natural.

We support the NPS Preferred Alternative (Alternative C), because it will protect the essential values of the park better than other alternatives, including

both natural and cultural resources. It will also use adaptive management to curb congestion on the road, and it will enable NPS to manage the entire

corridor with a priority on preservation of lands, waters, and cultural resources.

We support the reduced speeds and shared use of the road by vehicles and bicycles as contemplated in Alternative C. This will obviate construction of any

new bicycle pathway, which would consume more park lands, with resulting reduction in wildlife habitat and natural landscape.

We favor the continuation of guided wildlife watching tours led by guide companies, as long as they are approved as concessioners in the same manner as

other guide services. We have often seen guide services operating in the Alps, where a guide may lead a small family group on unfamiliar and poorly

marked trails. They are a valuable service.

We support a reduction in the footprint of developed facilities such as parking lots, pullouts, structures and trails. The natural landscape is what brings

people to this area.

Thank you for considering our comments.

Sincerely,

George and Frances Alderson

Correspondence ID:

63 Project: 48252 Document: 68894

Name:

Gammer, Michele

Address:

Jackson, WA 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,24,2015 16:11:25

Correspondence Type:

Web Form

Correspondence: I appreciate the outstanding work done on the Draft EIS and support the Park's Preferred Alternative of limiting the number of cars on

the Moose-Wilson corridor road. I am a resident of Teton County who regularly visits the Moose-Wilson corridor in the summer to hike various trails and

in the winter to ski the un-groomed road and surrounding areas that are open for Nordic skiing, along with guests from out of town. The Preferred

Alternative will protect critical natural habitat and park resources, properly manage congestion on the road and expand the preservation goals of the LSR

Preserve to the entire corridor. The reduced road speeds and shared use of the road by vehicles and bicycles is prudent. It would be harmful to the natural

habitat and the abundant wildlife that inhabit this corridor to pave yet another unneeded pathway for bicycles. This is a spectacular national park with

sensitive habits where bears, moose, and wolves roam this corridor and our county has miles and miles of dedicated pathways for bicyclists already.

Similarly, I urge you not to allow winter wheeled vehicles, such as fat tire snow bikes, and to prohibit commercial traffic unrelated to experiencing the

park, such as taxis coming from the airport and to continue to prohibit RVs and vehicles with campers. The corridor should not be a bypass for tourists who wish to visit the West Bank or the Village. The County should address the transportation needs of the Village through existing or new roads that are maintained and/or built outside the national park and through public transportation available. It is also important to keep all impacts within the current rustic width of the roadway and reduce from current levels any impacts to wildlife, including grizzly bears, black bears, wolves, wolverines, elk and moose.

If this Preferred Alternative is finally adopted, I would ask the Park Service to clearly communicate to the local community and to visitors the manner in which it will enforce the limitations on cars in the Moose-Wilson corridor. It will be important for users to understand how the daily and overnight use at LSR and at the Death Canyon Trailhead parking areas will be handled so as to allow users to plan ahead. Thank you for your consideration.

Correspondence ID:

65 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Cheyenne, WY 82009

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,25,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: What a travesty to even contemplate tearing up the beautiful habitat of the Moose-Wilson Road to accommodate bicycles. The charge

of the National Park Service is to preserve this priceless natural treasure for future generations. It is not to accommodate the hobbies of an elite few.

I was upset when they moved the beavers because they were threatening the road. Although I have enjoyed countless, precious experiences viewing

wildlife on this road, I would rather give it up than damage the area anymore.

I say close the road to everyone. Leave it alone.

Thank you.

Correspondence ID: 66 Project:48252 Document: 68894

Name: Hadden, Kenneth C

Address: Jackson, WY 83001

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Nov,25,2015 10:14:49

Correspondence Type: Web Form

Correspondence: I support the effort to reduce congestion on the road for the sake of the wildlife as well as vehicles. It is not a common transit route -

even from Wilson, the highway is a faster way to get to most park destinations than the moose-wilson road. Therefore I think we should treat it as a

wildlife/nature viewing road for the most part (with the related additional purpose of accessing key recreational and nature-viewing destinations like the

death canyon trailhead.)

In this sense I'd support a one-way road. This would have the added benefit that it could support a bike lane (similar to the one way section at Jenny lake).

I'd be very excited to see a bike lane, but if the science shows that bikes have a major adverse affect on wildlife, that would convince me it's not worth it to

put in a bike lane. But if the problem is just the required widening of the road, then I'd support a one-way with a bike lane solution, with no widening

needed. I dislike the idea of a seasonal one-way, or switching the direction. It will just confuse people, and for people using the road for commuting, they

will be going both ways anyway so it won't help them. The road is already closed seasonally and that doesn't bother anyone. As soon as the one-way is

established for a year or two, nobody will complain about it. I'd personally like to see it be one way going north, for early access to the trailhead and quick,

convenient access for sightseeing vehicles doing a park tour. This would also prevent the need for a new entrance booth to be built/staffed. The other

reason I support the one way solution is that even with limits on the numbers of cars, two-way traffic is often very tight, which makes pulling over to view

wildlife difficult, and also makes driving dangerous. It makes biking on the road downright stupid.

limited cars on the road doesn't solve these issues, and a

one-way solution would.

Thanks for considering my comments!

Kenny Hadden

Correspondence ID:

Name: Goralski, James

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,25,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing to applaud and support the park's recommended plan regarding the Moose Wilson road corridor which maintains the

character and protects the scenic beauty and wildlife habitat of this very special area. Please do not yield to the demands of special interests who wish to

change the current experience of visitors by adding paved pathways and taking other steps which will negatively impact this area and are positive only to

the degree that they enhance the business and personal interests of those individuals and groups advocating such changes. The recommended plan of the

park is the best solution.

Regards,

James R. Goralski

Correspondence ID:

68 Project:48252 Document: 68894

Name:

Chamberland, Raymond

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,25,2015 15:32:23

Correspondence Type:

Web Form

Correspondence: Present plan is ridiculous. Make it one way with bike path. Like the Jenny lake loop.

Correspondence ID:

70 Project:48252 Document: 68894

Name:

Conger, Valerie

Address:

Moran, WY 83013

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,25,2015 15:58:04

Correspondence Type:

Web Form

Correspondence: I support the Park's preferred alternative. While I also support the pathways, I first and foremost support the protection of our very

precious wildlife resources. I do believe the road should be realigned to remove it from crucial and sensitive riparian habitat and I believe a separate

pathway, while a luxury, is not a necessity. Protect the animals and the vegetation before the cyclist.

Alternatively, I support closing the road to vehicle traffic altogether while still allowing cyclists and pedestrian traffic.

Correspondence ID:

72 Project: 48252 Document: 68894

Name:

Glouchevitch, Michel

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,28,2015 11:09:36

Correspondence Type:

Web Form

Correspondence: Having used the Moose Wilson road on foot, by car and by bike-it's pretty clear to me that the alternative that includes a separate

bike/footpath would be a logical choice. I am an accomplished rider and have raced in road and mountain bike races. But the condition of the road especially

later in the year with the ruts and potholes makes the riding of this road extremely difficult even for an accomplished rider. It is sometimes more dangerous

to stay to the right given the condition of the road and when you happen to be riding when two cars pass, it's nothing short of hair raising. The rest of the

valley has invested in bike paths and it would make perfect sense to include this section of road as well. Yes there is a wildlife risk and I understand there

are routes that a separate path could take to minimize the risk but with the right signage and warnings, the risk is no different to foot and bike traffic than it

is in many other parts of the park. We all know where to buy bear spray, it's not some new risk that we're unfamiliar with. Also, postings about the time of

day-dusk and dawn would also help greatly. As for the actual usage of the road, why not have parking at either side of the section of road and run a bus on

the road? I would use that over being at the mercy of finding parking at a trailhead.

Correspondence ID:

73 Project: 48252 Document: 68894

Name:

Arnett, Barbara L

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,28,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have lived in Jackson for nearly 19 years. I have always enjoyed peaceful wildlife viewing drives on the Moose Wilson road, until

the last few years. I stopped visiting that area due to traffic volume, cars tailgating in a big rush to get through and vehicles traveling at speed unsafe for

other people as well as wildlife. The trip was no longer a positive park experience but rather a quick drive through, disruptive to any wildlife which

happened to be near the road. As a result, I stopped visiting one of the most inspiring habitats in our area. (One less human present to crowd the area.). I

support the Park's proposed plan option as a reasonable compromise. This community has spent much time and money on pathways. It's not necessary or

desirable to have a path at every single spot in the valley. (or a raft on every single body of water:but I guess that is another subject). Thank you for your

deliberations and the consideration of my opinions. (PS While the Park should consider the input from private business, it's not your responsibility to

subsidize their operations or solve the increasing number of problems resulting from lack of/harmful decisions made by local politicians.). There are too

few places like this one left to preserve.

Correspondence ID:

75 Project: 48252 Document: 68894

Name:

Morley, Bruce

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,28,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Human lives count! I am very much in favor of a bike path.

Also, 200 cars at a time means that one won't be able to plan a hike from any of the trail heads along the road.

Correspondence ID: 76 Project: 48252 Document: 68894

Name: Williams, Mark S

Address: Teton Village, WY 83025

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Nov,28,2015 17:48:39

Correspondence Type: Web Form

Correspondence: Living in Teton village , and using the moose Wilson road in the summers for the last 25 years for access to the park, I strongly favor

option d. With all of the time and effort studying this plan by all of the party's concerned, option d would lead the park service into the future with a

upgraded plan that includes a bike/recreation trail, changes the road around the moose ponds, and really enhances the recreational opportunities the park

has to offer, while fixing the main source of people/wildlife problems . I think it would be terrible to close the road because of a quota system. The park is a

national asset that has gained its reputation, because of the ease of getting to beautiful places without long hikes, or other restricted methods for the public.

I fully support keeping taxis off this road, as the time to the airport is really the same either way, and it makes no real sense to allow them if the goal is to

try to redirect traffic that doesn't really belong on the road. With this in mind signage on route 22 could also encourage traffic from Wilson and west of

there, to go through Jackson . The other options don't show much vision for the future of the recreational opportunities the park has to offer. The reason you

are doing this study I believe is because of the success this road is having. This means the public wants to use this road, and it would be very narrow

mind to block improving this wonderful area because it is popular.

Correspondence ID:

Name: Marsh, Susan

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,29,2015 07:51:36

Correspondence Type:

Web Form

Correspondence: I am writing in support of Moose-Wilson Road Preferred Alternative C, which will protect critical natural and cultural park resources.

It is the closest alternative to the conservation emphasis I was hoping to see.

I support the concept of reduced speeds and continued shared use of the road by vehicles and bicycles, thereby negating any demand for a separated bike

pathway. My interest is in minimizing the footprint of the built environment in this area, and in keeping areas of disturbance as compact as possible.

However, I hope that measures can be taken to keep the road's design speed down, not to simply post a lower limit. Opening up roadside shrubs, widening

the road, and paving the part that is not currently paved all serve to encourage drivers to go faster, even if the speed limit is lowered.

The only part of the alternative that concerns me is the new parking area for Death Canyon. I think it is too large, designed for maximum use periods and

not the more typical use, and if the vehicle number along the roadway is limited to 200, it doesn't make sense to me to build such a large parking area. I

don't like the idea of having to walk an extra $\frac{3}{4}$ mile to reach the Death Canyon trail, but since the current road is in such tough shape, I tend to park

down near Whitegrass anyway.

I support the proposed winter uses of the roadway as well. Keeping it closed to vehicles and available for skiing helps those of us who seek a quieter, less

congested experience than what is available in the Taggart area, and it would reduce conflicts with wintering wildlife if the road is closed.

Thank you for the opportunity to comment on this. I hope the park is able to resist the pressure being placed by those who think their opinions and agendas

are more important than the park's mission and the public interest as a whole.

Susan Marsh

Jackson

Correspondence ID:

78 Project: 48252 Document: 68894

Name:

fisher, denise

Address:

moose, WY 83012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,29,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I understand the need to move the road to create a better place for habitat and to get it away from the wetlands which is now so close

to the existing road.

I believe the park needs to protect the wildlife along this corridor and the only way is to not have bike access along this area.

Grand Teton is not a recreation area. Those in this community that would like to bicycle this road have plenty of other places to ride and we need to put the

wildlife and the protection of the parks resources before those that are rich in this community and those in the village that want it for their own private

gains.

Thanks for your continued perseverance and keeping this road pristine so we don't lose the beauty we all go there to see.

Denise Fisher

Correspondence ID: 80 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Moran, WY 83013

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Nov,30,2015 00:00:00

Correspondence Type: Web Form

Correspondence: The Moose Wilson Rd preferred alternative presented by the Park Service is the best option. The road should not be a commuter

route, it should not be expanded, the speed limits should remain, and the road should be forced thru an entrance station in Moose before heading south.

Thank you Park Service, job well done.

Correspondence ID:

81 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

wilson, WY 830i4

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Nov,30,2015 15:54:37

Correspondence Type:

Web Form

Correspondence: 1) I think the bike path should be included in the plan. It is by far the most environmentally sensitive way to get people into the Park.

2) I do not think paving over the gravel section will accomplish anything. It will disrupt the eco system and be costly. If we are trying to have fewer cars

why improve the road??

3) Some accommodation should be made to allow locals who drive it for transportation to be included in excess of any limit on the number of cars.

Correspondence ID:

82 Project:48252 Document: 68894

Name:

Rouse, Clay A

Address:

Cheyenne, WY 82009

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,01,2015 15:43:57

Correspondence Type:

Web Form

Correspondence: I wish to comment that I support proposal #three as it will reduce the speed on the road but the speed limit will have to be enforced hard

as the local people that use the road to commute will speed no matter what and don't care for the people there to see the countryside and/or wildlife. The

road is to see the park and wildlife not commuting.

I believe some more pull-offs should be built to be able to watch wildlife.

Also I am sure no matter what you do about watching wildlife as we come to mostly see bears, moose and elk, but you close the road when bears are

present. Something needs to be done to allow more bear viewing.

If you work at it I believe the limit on Vehicles can work, but how are you going to account for the trail users that are only going to a trail head and don't

hurt the vehicle limit for those who just traveling through?

As far as the complaints on the effect on commuter travel, the road is closed six months every year so what is their problem. Also Teton County has

decided years ago to be a tourist designation and you are a National Park and as such the visitors should be the first through after the wildlife.

Otherwise I believe this effort is the way to go, although we most likely will not live to see it.

Correspondence ID:

84 Project: 48252 Document: 68894

Name:

Talmo, Vic

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,02,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please preserve the Moose Wilson corridor at its present configuration. A wise and easy alternative would be to lower the speed limit

on this pristine piece of GTNP. In this way safety concerns would be balanced between Bicycle and Vehicular traffic.

Dust control would be enhanced along with a system that the National Elk Refuge has just implemented successfully.

The impact of the construction process of dirt work, cutting trees, noise, and having a 'buffed out corridor' on the natural surroundings are appalling. Mr.

Rockefeller always fought to preserve the area as a natural sampling of the area.

A few pullouts and a picnic area would not be amiss.

Respectfully,

Vic Talmo

Correspondence ID:

85 Project: 48252 Document: 68894

Name:

Smith, Richard

Address:

logan, UT 84321

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,02,2015 22:02:19

Correspondence Type:

Web Form

Correspondence: Moose Wilson Planning Team,

This EIS poses four alternatives to the current way of managing the Moose-Wilson Corridor of Grand Teton National Park. In the beginning of the EIS it

was made clear that there is a need for a change in the way things are being managed. Clearly the current way of handling issues needs to be revised.

This EIS also included some cost analysis of making the changes in the road, parking spots, and traffic management. Alternative C seemed to have the

marginal benefits match the costs. It would seem to be most effective due to the idea of equal marginality.

This impact statement is very extensive and I cannot think of any things that have been overlooked in the analysis. There were a few things that were left

out of the analysis due to reasoning that deemed it inconsequential though. There were many criteria that this EIS chose to leave out of their detailed

analysis, which were mentioned. These include the carbon footprint, air quality, night skies, and some endangered species impacts, to name a few. The

reasoning for leaving out the endangered species is very well thought out. I agree that since the Western Yellow-Billed Cuckoo have been historically few

in the Teton area that they should be omitted from the analysis. Also the Whitebark Pine omission seems valid due to the fact that they are usually not

found in the areas that will be affected by the changes.

I do not agree with the reasoning for the omission of the carbon footprint effects though. The reasoning for leaving it out of the analysis was that the

changes would lead to minimal environmental impacts from pollution. This may be true, but in the looming fears of climate change, carbon emission

should be included in the analysis. Any extra carbon in the atmosphere, whether big or small, is exacerbating the effects of climate change. Just like in a

budget the small things are what add up to make a substantial difference on whether you meet your budget or not. With this reasoning I think that the CO₂

emissions should be included in the analysis. This addition would better determine which idea would be the best choice.

Has the department thought of using zoning or a permit system to help reduce the impacts of humans in this area? In the EIS the purpose of closing some

areas was to reduce the impacts of humans and also decrease the amount of wildlife-human interactions. Zoning and restricting areas would discourage

unwanted impacts due to roadside parking. Also establishing a permitting system would be another way to reduce the amount of people that are traveling in

the area. These actions would lessen the need for the some propositions in this EIS.

Despite the issues that I have seen in the environmental impact statement Alternative C seems to be the best of the choices posed. If there were one other

alternative posed I would chose to leave the management how it is except the management should use zoning and permitting systems to reduce human-

wildlife interactions and other impacts that humans cause on the landscape.

Sincerely,

Richard Smith

Correspondence ID:

87 Project: 48252 Document: 68894

Name:

Mortensen, Daniel L

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,02,2015 00:00:00

Correspondence Type:

Letter

Correspondence: Dear Sir,

Thank you.

Correspondence ID:

88 Project: 48252 Document: 68894

Name:

Albright, Joe

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,03,2015 09:39:16

Correspondence Type:

Web Form

Correspondence: AS I understand it, the preferred alternative would lengthen the hike to Death Canyon by one mile in both directions. This is going to

make this iconic hike less attractive to most visitors to GTNP, including me. In the interests of your visitors, please leave the bumpy, unattractive road to

the present trailhead exactly as it is. Not everything in the park has to be perfectly manicured.

I can live with the rest of the proposed changes in the preferred alternative, although I wish the 200 car number could be increased by the number of cars

parked in the various parking lots along the route between the southern park boundary and Moose.

Correspondence ID:

90 Project: 48252 Document: 68894

Name:

Jones, Alison B

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,04,2015 00:00:00

Correspondence Type:

Letter

Correspondence: Grand Teton National Park Superintendent's Office

Attn: Moose Wilson Planning Team

P.O. Drawer 170

Moose, WY 83012-0170.

As a 22 year resident of Wilson, I am very familiar with the Moose Wilson Rd. for its beauty, easy access to a great variety of cross country skiing/snowshoeing and hiking trails as well as the LSR Preserve and (I admit) a lovely drive and a shortcut to the Teton Range.

Having studied the three alternative plans very carefully, I would like to offer the following suggestions:

Alternative C

The most advantageous stated changes to Alternative C are as follows:

1. Pave the unpaved section of the Moose/Wilson
2. Remove the section of road and restore vegetation at the north end of the MW Rd.
3. Relocate and replace the existing Moose Entrance Station to eliminate the need for northbound vehicles to pass through two entrance stations when heading north.

In my view, a major flaw in alternative C is the proposal to shorten the Death Canyon Rd, move the trailhead

and parking area back to the White Grass Road junction, and convert the remainder of the access road to a

trail. This would double the distance to the Phelps Lake Overlook, effectively eliminating access for the elderly to this popular destination. Here one can enjoy fields of wildflowers, towering firs, a stunning view

of the lake, and a sense of immersion into the magnificence of a rugged mountainous environment.

Replacing the plan for Death Canyon Road in Alternative C with that described in Alternative D would allow

access to this prime destination for everyone.

In addition, to eliminate the present disturbance to the habitat for wildlife by realigning the narrow and congested passageway between Sawmill Ponds and the Death Canyon Trailhead to the east, originally one of the most widely touted reasons for the whole project, would be a definite improvement over leaving that section of the road in place.

A suggestion for Alternative B:

Continue to plow the road from Moose south to the Death Canyon Trailhead. To ski or snowshoe this route would add several miles leaving less time for most people to explore Death Canyon, the White Grass

Alternative D

Creating a separate path for bicycling is not in keeping with the objectives of the plans. It could be prohibitively expensive and would degrade the natural environment by widening the corridor, destroying the natural vegetation, and fostering increased interaction between wildlife and humans.

Respectfully submitted,

Alison Jones /s/

Correspondence ID:

92 Project: 48252 Document: 68894

Name:

Stark, Jack E

Address:

Wichita , KS 67230

United States of America

Outside Organization:

Retired NPS Unaffiliated Individual

Affiliation:

Member

Received:

Dec,05,2015 11:08:05

Correspondence Type:

Web Form

Correspondence: The plan should call for night time closure of the Moose-Wilson road, if local management desires. Better yet, complete night closure

from White Grass road to the Trail head on the southern boundary would be desirable to protect wildlife. The public does not need to drive this road at

night. This measure would help protect wildlife accidents.

Regarding bike paths: no paved paths should be permitted along the Moose-Wilson road. Grand Teton already has more miles of paved bike paths than any

other national park in the system and more are planned in Grand Teton to the north.

The plan should contain flexibility for local management to make adjustments in the number of cars allowed called for in the plan.

Correspondence ID:

94 Project: 48252 Document: 68894

Name:

Halloran, Virginia S

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,06,2015 09:38:15

Correspondence Type:

Web Form

Correspondence: This is a copy of a letter to the Editor I sent to JHN&G today (with very minor edits):

Everyone is has strong opinions about the Moose Wilson Rd. What to do about it has been the topic of many discussions for years and we are getting much

closer to a decision. I have to congratulate the Park for its many meetings and careful considerations of everyone's opinions. Their preferred alternative is

good in most ways, but I disagree with the 200 a day car limit for the following reasons.

I think it is clumsy and unworkable and will eventually fail. It will be expensive and use scarce park personnel to maintain. I am going to suggest an

alternative that will have me ducking for cover when my west bank friends read this, but I think my suggestion will lead to a much closer alignment with

Let's close the Moose Wilson Road permanently at the Rockefeller Preserve and build a second parking lot on the south part of the Preserve for cars who

come from the south. This will eliminate all the cars who are using the Road as a thoroughfare, and limit the cars to just those with occupants using the

Road to look at wildlife, going to the Rockefeller Preserve, and traveling to hiking trailheads. The road will become naturally much less congested and

available for those traveling by bicycle to travel safely. The wildlife will be better protected with much fewer cars traveling more slowly since their purpose

of traveling the road will be to enjoy the scenic values and the wildlife.

If we close the road there will be some traffic pushed back through town and I realize that is the problem with this idea, but it is not the job of the Park to

solve Teton County's traffic problems. Let the town and county do that and let the Park service do what they do best- -helping people enjoy the park safely

while protecting the abundant wildlife along the Moose Wilson corridor.

Gigi Halloran

Correspondence ID:

96 Project:48252 Document: 68894

Name:

Dramis , Forest

Address:

Jackson, WY 83002

United States of America

Outside Organization:

JHCycling.org Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,06,2015 17:39:43

Correspondence Type:

Web Form

Correspondence: David Vela

Superintendent

Grand Teton National Park

Dear Mr. Vela,

I am writing to you on behalf of the JH Cycling.org. JHCycling.org is a local non-profit with

the mission of promoting cycling in the Jackson Hole Area. We are committed to the responsible growth of cycling

related activities and believe cycling is one of the best ways to increase one's physical health as well as one of the

best and least impactful ways of enjoying our natural resources.

I am writing to you concerning the Moose-Wilson Corridor Preliminary Alternatives. There are 3 specific segments of the plan which we would like to address. 1) Multiuse Pathway 2) Realignment of the Road 3) Vehicle Volume Limits.

1) Multiuse Pathway: While it is the position of JHCycling to favor Pathways in most situations, JHCycling does not

favor a separated pathway along the Moose-Wilson Corridor. While such a pathway would be a great addition to the

current pathway system and would certainly be well-received and well-utilized, we feel that the impacts to wildlife

and habitat outweigh the benefits to the cycling community. Also, we feel that there are less impactful ways of achieving

the goal of a safe cycling experience on Moose-Wilson Corridor. We propose that having a designated bike lane marked

on the road and judicious placement of signage alerting drivers to cyclists, along with a lowering of the speed limit for

vehicles, would be sufficient to provide for the safety of cyclists. Of course, this would require enforcement of the new

speed limit as well as enforcement of safe vehicle/bicycle interaction. Also, signs reminding drivers of the

Wyoming Statute requiring three feet between a passing vehicle and a bicycle would also help inform drivers

of their duties.

2) Realignment of the Road: We believe realignment of the road away from the critical riparian habitat is critical

to the long term success of the Corridor. In addition to being the bottleneck of congestion that propagates the length

of the Corridor, the close proximity to riparian habitat and the extremely shallow water table combine to create a road

surface that quickly becomes dangerous to cyclists. Frost heaves, parallel cracks and parked cars on both sides of the

road make this section the most dangerous for cyclists. Realigning this section of the road would allow for a safer road

surface, less congestion due to parked cars and most importantly, less impact of wildlife and habitat.

3) Vehicle Volume Limits: We support the limiting of vehicle volume in the Moose-Wilson Corridor. In addition to

bicycling being safer with fewer cars, we believe that limiting vehicles is the only way to reducing the impact to

the Park when the volume quota has been reached. Also, we feel that limiting or restricting commercial taxi use of

the road would be beneficial to the cycling community. By their very nature, commercial taxis operate on a time

constraint. This constraint incentivizes speeding and speeding on such a narrow road drastically reduces safety

on the road, both to bicycles and to other vehicles.

In closing, we hope that you will weigh the benefits to the cycling community against the impacts to wildlife

and habitat. While the cycling community embraces the expansion of the pathway system, the cycling community

is also acutely aware of its real and potential impacts on our natural resources. If you have any questions, we would

be more than happy to serve as a resource for your office, as well as an avenue to liaise between the Park and the

cycling community.

Thank you for your consideration,

Forest Dramis

Founder, JHCycling.org

Jackson Hole • Wyoming

JHCYCLING • PO BOX 7013 • JACKSON, WY 83002

JHCycling.org • Info@JHCycling.org

Correspondence ID:

97 Project:48252 Document: 68894

Name:

Finnerty, Maureen

Address:

Tuscon, AZ 85750-1216

United States of America

Outside Organization:

Coalition to Protect America's National Parks Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: December 7, 2015

Grand Teton National Park ATTN: Moose-Wilson Planning Team PO Drawer 170 Moose, WY 83012-0170

Subject: Comments on the Draft Moose-Wilson Corridor Comprehensive Management Plan

Dear Moose-Wilson Planning Team:

We appreciate the opportunity to offer comments from the Coalition to Protect America's National Parks (Coalition) regarding the Draft Moose-Wilson

Corridor Comprehensive Management Plan. The Coalition is a non-profit organization comprised of over 1,100 members; most are former and retired

National Park Service employees. Collectively, we have over 30,000 years of experience working in and managing the Nation's national parks.

The Coalition has long given close attention to the growing concern for protecting park resources in the Moose-Wilson Corridor. For years, as visitation

increased and nearby development added uncontrolled consequences of increased thru-traffic, we watched in anticipation as the Park began the complex

process of developing a new comprehensive plan for this part of the Park. In a January 14, 2014 letter to the Jackson Hole News and Guide Coalition Chair

Maureen Finnerty highlighted the values of this special place, and we joined the effort to find a balanced approach that would - above all - protect the

fragile resources of this world-renowned Park. Our engagement continued with a February 6, 2014 comment to the Park during the scoping phase of the

process. And, on September 9, 2014, we offered comprehensive comments on the Moose-Wilson Corridor Preliminary Alternatives.

While these aforementioned comment letters were organized around specific questions prescribed by the process, the themes of our proposals remained the

same:

1. The wildlife and related habitat that make the corridor such a unique and significant area must be preserved.
2. The outcome should be a plan that provides appropriate opportunities to use, experience and enjoy the area while protecting park resources.
3. The outcome should be a plan that reflects the laws and policies that guide decision-making throughout the National Park System.
4. The outcome should be a plan that recognizes that Moose-Wilson is a Corridor that provides key and increasingly essential habitat for grizzly bears, moose, and many more species. Planning must go beyond the point of view that it is simply a road.
5. The outcome must be a plan that limits traffic and minimizes congestion in the corridor.

The Coalition supports the National Park Service Preferred Alternative set forth in the Draft Environmental Impact Statement (DEIS). In almost every

respect, this alternative reflects the concerns and proposals that we have expressed. Generally, and most notably, the Plan is consistent with the laws,

policies, and values of the National Park Service. While providing for visitor enjoyment of this significant part of the Park, the Plan clearly gives emphasis

to the preservation of wildlife and other resources along the corridor. We don't believe it is necessary to address each of the many detailed components

presented in the Preferred Alternative. Accordingly, the following general proposals, in combination, inspire our support:

1. The recommendations set forth in the Preferred Alternative will collectively strengthen preservation of the natural and cultural resources that are part of the Moose-Wilson Corridor and Grand Teton National Park.

2. Language and recommendations in the proposed alternative emphasize that the Moose-Wilson Corridor will be managed as a whole rather than simply as a road.

3. The proposal to control and carefully manage the volume of traffic is, likewise, a key to achievement of core National Park Service goals and values. We expect that in both the near future, and likely long-term as well, there will be evolving strategies about how best to achieve this goal. The term "adaptive management" seems to call for continuing evaluation, and indicates a willingness to adopt new approaches if needed. Such future adjustments are appropriate provided that new strategies are consistent with the goal of reducing and capping the number of vehicles that use the road at any one time.

4. The current footprint of development would be reduced.

5. Absence of the much-debated construction of a separate multi-use pathway is also a very important component of the Preferred Alternative. If

constructed, the proposed pathway would substantially increase human impact along this corridor. In particular, more bicyclists traveling along a path

separated from the road would, inevitably, increase the potential of tragic encounters with grizzly bears, moose, etc. Moreover, the Preferred Alternative

includes a number of actions that will improve the safety and experience of bicyclists who will use the existing road, including a reduction in the speed

limit, paving the unpaved section of the road, and reducing traffic congestion.

6. Traditional non-motorized winter access, without grooming, such as snowshoeing, skiing, and walking, is perpetuated.

As was always the case when we worked in national park areas around the country, we have paid close attention to opposing points of view. It is obvious

that groups of local residents, the real-estate industry, and all manner of commuters forcefully assert that the Moose-Wilson Road be managed as part of the

local transportation system for Teton County. It is likewise clear that many of these individuals have appealed to local and often sympathetic elected

officials in effort to influence the outcome of this planning process. We strongly urge NPS decision-makers to resist such efforts and remain focused on

managing the corridor befitting its location in one of the crown jewels of the National Park System. We have learned elsewhere the costs of failure.

Unfortunately, many national park areas are bisected by state highways, including Grand Teton National Park. Of course, many of these roads existed

before parks were established. And, in many areas, other park roads are increasingly used as short-cuts for commuters living in ever-growing communities

located nearby park boundaries. Invariably, the results of such increased traffic are a significant compromise to wildlife and the quality of visitor

experience. Animals big and small die on the roadways; law enforcement rangers are compelled to spend more and more time managing traffic; and the

need to maintain and even improve the road for increasing traffic is inevitable. Painful experience informs us that the result of failure to halt such use along

the Moose-Wilson Road will be... in one word... UGLY!

In January 2014, I wrote that..."Jackson Hole is widely revered for its unique modern day conservation success story which resulted in the creation of

Grand Teton National Park...Jackson has since evolved into a nationally prominent gathering place where the principles of conservation, wilderness and

wildlife protection lead the national dialogue."

We congratulate the National Park Service for the enormous and comprehensive effort given to the planning process so far, and above all for offering a

Preferred Alternative that reflects the values at stake.

Sincerely,

Maureen Finnerty

Chair, Coalition to Protect America's National Parks

Email: maureen_finnerty@protectnps.org

Mailing: 5625 North Wilmot Road, Tucson, AZ 85750-1216

Web: www.protectnps.org

Correspondence ID:

98 Project:48252 Document: 68894

Name:

Bergeron, Mary

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Open Moose-Wilson road all the way through, paved year-round, no traffic limitations WITH a bike path. If your goal is reducing

vehicular traffic you MUST make this road safe for walkers & bikers; the wildlife will be fine (and everyone knows it). This is one of many bottlenecks in

the valley that needs to be addressed: there should have been a north bridge long ago, Spring Gulch should be paved through, and Fish Creek as well (all

the way to the Village). Not to mention the Tribal Trails connector. None of this encourages more traffic, it just allows those already here to truly

appreciate this amazing place.

Correspondence ID:

100 Project: 48252 Document: 68894

Name:

Flores, Regina

Address:

Lake Elsinore, CA 92532

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:48:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Regina Flores

Correspondence ID:

101 Project: 48252 Document: 68894

Name:

Snider, Jay

Address:

Bow, NH 03304

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:48:26

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Jay Snider

Correspondence ID: 102 Project: 48252 Document: 68894

Name: Hritz, Clifford

Address: Philadelphia, PA 19146

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 14:48:47

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Clifford Hritz

Correspondence ID:

Name: Ramos, Paul D

Address:

Santa Ynez, CA 93460

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:48:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Paul D Ramos

Correspondence ID:

104 Project:48252 Document: 68894

Name:

Hafer, Sarah

Address:

Vancouver, WA 98684

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:48:57

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sarah Hafer

Vancouver, WA

Correspondence ID:

106 Project:48252 Document: 68894

Name:

Mulder, Linda M

Address:

Northville, MI 48167-2838

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please don't give our national parks away!

Correspondence ID:

107 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

boca Raton, FL 33488

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: HUMANITY FOR HUMANE TREATMENT OF ALL INNOCENT CREATURES IN OUR
PRECIOUS AND DRASTICALLY

ENDANGERED ECOSYSTEMS.

Correspondence ID:

109 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Mount Airy, NC 27030

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:49:26

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

A. Gardner

Correspondence ID: 111 Project: 48252 Document: 68894

Name: B, Peter

Address: East Brunswick, NJ 08816

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please save our national treasures.

Correspondence ID:

Name: Bradley, Marla

Address:

Broken Arrow, OK 74011

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:49:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Marla Bradley

Correspondence ID:

114 Project:48252 Document: 68894

Name:

Petrisko, George D

Address:

Montgomeryville, PA 18936

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:50:08

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

115 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Portland, OR 97220

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: David Vela I support "Alternative C," the preferred plan.

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kevin W. McAlister

Correspondence ID:

117 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Cliffside Park, NJ 07010

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:50:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Brooke Harris

Correspondence ID:

119 Project: 48252 Document: 68894

Name:

Rubel, Scott

Address:

Los Angeles, CA 90031-1633

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please enact "Alternative C" of the the Moose-Wilson Road Corridor planning process.

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lynn Mansfield

Correspondence ID:

121 Project:48252 Document: 68894

Name:

LaCroix, Catherine

Address:

Grapevine, TX 76051

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:50:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Catherine LaCroix

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

123 Project: 48252 Document: 68894

Name:

Baier, Carol

Address:

San Diego, CA 92103

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

- Maintain the current "footprint" of the road with minor changes;

- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the

road without incident;

- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Thank you for your consideration.

Correspondence ID:

124 Project:48252 Document: 68894

Name:

healy, patt

Address:

santa monica , CA 90402

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:50:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Patt Healy

Correspondence ID: 126 Project: 48252 Document: 68894

Name: Somers, Mary

Address: Charlotte, NC 28210

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please support alternative C and protect our wildlife.

Correspondence ID:

127 Project:48252 Document: 68894

Name:

Bergeron, B

Address:

Tulsa, OK 74128-2802

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:50:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

128 Project:48252 Document: 68894

Name:

EVANS, HOLLY

Address:

STUDIO CITY, CA 91604

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 14:50:48

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

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outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Correspondence ID:

130 Project: 48252 Document: 68894

Name:

alleon, willow c

Address:

honolulu, HI 96826

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: consider the future- it's essential.

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Caryl S. Parrish

Correspondence ID:

132 Project:48252 Document: 68894

Name:

Hallett, Mark A

Address:

Bloomington, IN 47408

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:50:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

134 Project: 48252 Document: 68894

Name:

Forster, Michael H

Address:

Portland, OR 97229

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:51:03

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

Correspondence ID:

136 Project:48252 Document: 68894

Name:

Eaton, Pamala

Address:

Newfield, NY 14867

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:51:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Pamala Eaton

Correspondence ID:

137 Project: 48252 Document: 68894

Name:

Dawson, James K

Address:

Davis, CA 95618

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:51:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Correspondence ID:

138 Project: 48252 Document: 68894

Name:

Henry, Amy L

Address:

Northampton, MA 01060

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C, the preferred plan. We must PROTECT our public lands and wildlife as much as possible.

Correspondence ID:

140 Project:48252 Document: 68894

Name:

Jenks, Robert

Address:

Landisburg, PA 17040-9331

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C

Correspondence ID: 142 Project:48252 Document: 68894

Name: Iovino, Teresa

Address: Memphis, TN 38117

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 14:51:23

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you for your time.

Correspond

Name:

Hollington , Jason

Address:

Gainesville , FL 32605

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Preserve for future generations.

Correspondence ID:

145 Project:48252 Document: 68894

Name:

Bradley, Mark

Address:

Seattle, WA 98122

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:51:26

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Mark Bradley

Correspondence ID:

146 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Boynton Beach, FL 33437

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect this National Treasure!

Correspondence ID: 147 Project:48252 Document: 68894

Name: V, Drew

Address: Fort Collins, CO 80525

United States of America

Outside Organization: Mr. Unaffiliated Individual

Affiliation: OfficialRep

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Careful planning now will prevent potential future disaster and headaches!

Correspondence ID:

Name: Cunningham, James M

Address:

Powell, OH 43065

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:51:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

James M. Cunningham

Correspondence ID:

149 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Dallas, TX 75230

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:51:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

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believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

H. Guh

Correspondence ID:

152 Project: 48252 Document: 68894

Name:

Murtha, Jacqueline A

Address:

hackettstown, NJ 07840

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:51:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

jacqueline Murtha

Correspondence ID:

153 Project: 48252 Document: 68894

Name:

Henry, Paul

Address:

Stoneham, MA 02180-4446

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:51:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Sincerely,

Paul Henry

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cherie McCoy

Correspondence ID:

156 Project:48252 Document: 68894

Name:

lin, stella

Address:

Richardson, TX 75080

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 14:51:59

Correspondence Type:

Web Form

Correspondence:

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Stella Lin

Correspondence ID:

157 Project: 48252 Document: 68894

Name:

Kolodziejczyk, Dorota

Address:

BROOKLYN, NY 11218

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:51:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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Sincerely, Dorota Kolodziejczyk

Correspondence ID:

158 Project:48252 Document: 68894

Name:

MacLeod, Dianna C

Address:

Langley, WA 98260

United States of America

Outside Organization:

Whidbey Camano Land Trust, Whidbey Environmental Action Network Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

161 Project: 48252 Document: 68894

Name:

Perkins, Guy

Address:

Reno, NV 89519

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:52:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Guy Perkins

Correspondence ID:

162 Project:48252 Document: 68894

Name:

VanNess, Barbara Z

Address:

Kansas City, MO 64118

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:52:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Barbara VanNess

Correspondence ID:

165 Project:48252 Document: 68894

Name:

Teibloom, Joel

Address:

Chicago, IL 60645

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:52:30

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joel Teibloom

Correspondence ID:

167 Project:48252 Document: 68894

Name:

Maisonnave, Pat

Address:

Boynton Beach, FL 33436

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:52:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Pat Maisonnave

Correspondence ID:

168 Project:48252 Document: 68894

Name:

Grover, Justin

Address:

Salt Lake City, UT 84123

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:52:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

169 Project:48252 Document: 68894

Name:

Gawron, Katarzyna

Address:

Inowrocław, UN 88-100

Poland

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: - -

Correspondence ID:

172 Project: 48252 Document: 68894

Name:

Aiken, Edwin

Address:

Sunnyvale, CA 94087

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:52:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

173 Project: 48252 Document: 68894

Name:

C, Michael

Address:

Kennebunk, ME 04043

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence: Protect the wildlife. That's the priority.

Correspondence ID:

174 Project:48252 Document: 68894

Name:

McDonald, Joyce M

Address:

Webster, NY 14580

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We must protect wildlife, and our environment.

Correspondence ID:

175 Project:48252 Document: 68894

Name:

Shirey, Linda R

Address:

Okeechobee, FL 34974-4740

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:53:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Linda R. Shirey

Correspondence ID:

177 Project: 48252 Document: 68894

Name:

Harrison, Randy

Address:

Eugene, OR 97402

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:53:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Randy Harrison

Correspondence ID:

179 Project:48252 Document: 68894

Name:

rodoff, lennie

Address:

ocala, FL 34481

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

we were there a few years ago, and enjoyed seeing the elk and other animals. please keep them safe for future generations, and for when we are able to

return!

Sincerely,

lennie rodoff

Correspondence ID:

180 Project: 48252 Document: 68894

Name:

Smith, Judith

Address:

Oakland, CA 94601

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The National Park Service options for the Moose-Wilson Road Corridor have been released and I want to voice my support for

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Correspondence ID:

Name:

Cummings, George

Address:

Portland, OR 97212

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:53:30

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

183 Project: 48252 Document: 68894

Name:

Mitchell, Laureen M

Address:

Los Angeles, CA 90019

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:53:31

Correspondence Type:

Web Form

Correspondence:

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Laureen Mitchell

Correspondence ID:

185 Project: 48252 Document: 68894

Name:

Pool, Roxann

Address:

Belle Chasse, LA 70037

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 14:53:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

187 Project:48252 Document: 68894

Name:

T.M. Petkiewicz, Margaret

Address:

San Jose, CA 95125

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternative C is the way to go!

Correspondence ID: 188 Project:48252 Document: 68894

Name: Tryon, Laura

Address: Cortlandt Manor, NY 10567

United States of America

Outside Organization: Ms. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 14:53:48

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Laura Tryon

Correspondence ID:

Name: Grande, Paula G

Address:

New York, NY 10003

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:54:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place and for your consideration of my comments.

Sincerely,

Paula Grande

Correspondence ID:

190 Project:48252 Document: 68894

Name:

Heide, Andra

Address:

Pace, FL 32571

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:54:06

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Andra Heide

Correspondence ID:

192 Project: 48252 Document: 68894

Name:

Arkema, Carroll E

Address:

Pompton Lakes, NJ 07442

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:54:12

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Carroll E. Arkema

Correspondence ID:

193 Project: 48252 Document: 68894

Name:

Werner, Katherine

Address:

Waitsfield, VT 05673

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:54:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

195 Project: 48252 Document: 68894

Name:

AURIGEMMA, KAYE B

Address:

WESTCHESTER, IL 60154-5021

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:54:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kaye Aurigemma

Westchester, IL

Correspondence ID:

196 Project: 48252 Document: 68894

Name:

Munar, Dwayne A

Address:

Waianae, HI 96792

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 14:54:30

Correspondence Type:

Web Form

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Sincerely,

Dwayne A. Munar

Correspondence ID:

197 Project: 48252 Document: 68894

Name:

Larrison, Elizabeth

Address:

Lombard, IL 60148-6440

United States of America

Outside Organization:

Miss Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 14:54:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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Sincerely,

Elizabeth Larrison

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

199 Project: 48252 Document: 68894

Name:

Samelson, Audrey

Address:

Coconut Creek, FL 33066-1223

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:54:33

Correspondence Type:

Web Form

Correspondence:

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Sincerely,

Audrey Samelson

Correspondence ID:

200

Project:

48252

Document:

68894

Name:

N/A, N/A

Address: Madison, WI 53719

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 14:54:39

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Brian Yanke

Correspondence ID:

Name: N/A, N/A

Address:

Salem, OR 97302

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:54:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jennifer Hauge

Correspondence ID:

202 Project:48252 Document: 68894

Name:

Fastook, Mary Ann

Address:

Brooklyn, NY 11201

United States of America

Outside Organization:

National Parks Conservation Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support alternative C and help keep Grand Tetons wild. I visited there for the first time last May and was absolutely amazed by

the wildness, animals and the peace and quiet of nature. Please don't destroy the little peace the world has left. Leave the animals in peace or else we will lose them and everything that goes with them.

Correspondence ID:

204 Project:48252 Document: 68894

Name:

Kleber, Tracey

Address:

Los Angeles , CA 90049

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:54:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

205 Project: 48252 Document: 68894

Name:

Stierli, Edward

Address:

Springfield, VA 22152

United States of America

Outside Organization:

National Parks Conservation Association Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 14:54:54

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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Sincerely,

Ed Stierli

Correspondence ID:

207 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Wellington, FL 33414

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:55:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Sincerely,

Melissa Duralia

Correspondence ID:

209 Project: 48252 Document: 68894

Name:

Lepore, Gary

Address:

Stevensville, MD 21666

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:55:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

210 Project: 48252 Document: 68894

Name:

Wilkerson, Colleen R

Address:

Indianapolis, IN 46237

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:55:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Colleen R Wilkerson

Correspondence ID:

212 Project: 48252 Document: 68894

Name:

Koritz, Mark S

Address:

Atlanta, GA 30338

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:55:09

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mark Koritz

Correspondence ID:

213 Project: 48252 Document: 68894

Name:

Knoll, Carolyn

Address:

Orinda, CA 94563

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction but I encourage the Park Service to complete

an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by people across the United States and it is our responsibility to protect these precious resources for all of us and for future

generations. Thank you for your good work to protect this special place.

Sincerely,

Carolyn Knoll

Correspondence ID:

214 Project:48252 Document: 68894

Name:

schiegg, erika k

Address:

dallas, TX 75219

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:55:16

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Erika Schiegg

Correspondence ID:

216 Project: 48252 Document: 68894

Name:

Chenkin, Cari

Address:

Citrus Heights, CA 95610

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I'm writing to tell you that I support the "Alternative C" plan for the Moose-Wilson Road Corridor.

This plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Won't you please consider this plan? Thank you. Sincerely, Cari Chenkin

Correspondence ID:

218 Project: 48252 Document: 68894

Name:

Hiles, Susie

Address:

Azle, TX 76020

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:55:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susie Hiles

Azle, Tx

Correspondence ID: 219 Project: 48252 Document: 68894

Name: Baca, M

Address: Fremont, CA 94536-4464

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Na

Correspondence ID:

220 Project:48252 Document: 68894

Name:

Culbert, Laurette

Address:

Seattle, WA 98107

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 14:55:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Laurette Culbert

Correspondence ID:

222 Project: 48252 Document: 68894

Name:

Rubino, Vincent

Address:

Albany, CA 94706

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Thank you for your good work to protect this special place.

Sincerely,

Vince Rubino

Correspondence ID: 223 Project: 48252 Document: 68894

Name: Tyson, Lathleen J

Address: Riverside, CA 92503

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: For those who have not the opportunity to witness our incredible life in person it is an experience one never forgets.

Whether it be seeing a magnificent eagle in flight in Yellowstone deer in Butterfiedl canyon in Utah or feeding squirrels around a campfire in the ethereal

Redwoods it reminds us of what is truly important in our world preserving not only our natural resources but these incredible individuals that we need to

respect NOW.

Correspondence ID:

224 Project: 48252 Document: 68894

Name:

Chwilka , Natalia

Address:

Rancho Cordova, CA 95670

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:55:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

225 Project: 48252 Document: 68894

Name:

Sheridan, Jill A

Address:

Jupiter, FL 33458

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:55:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jill Sheridan

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dr Lindsay sharp

Correspondence ID:

227 Project: 48252 Document: 68894

Name:

fox, zita

Address:

new rochelle, NY 10804

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:55:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Zita Fox

Correspondence ID:

229 Project: 48252 Document: 68894

Name:

Patterson, Kevin D

Address:

Walnut Creek, CA 94595

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:56:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kevin Patterson

Correspondence ID:

231 Project: 48252 Document: 68894

Name:

Kuhn, Kerry L

Address:

Schaumburg, IL 60193

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:56:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, Alternative C, best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kerry Kuhn

Correspondence ID:

232 Project: 48252 Document: 68894

Name:

Khalsa, Mha Atma S.

Address:

Los Angeles, CA 90035-3314

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:56:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

As a concerned American citizen and taxpayer I appreciate your considering my comments regarding the Moose-Wilson Road Corridor planning process at

Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the

Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mha Atma s Khalsa

Correspondence ID:

233 Project:48252 Document: 68894

Name:

Beckner, Cele E

Address:

Shepherdsville, KY 40165

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:56:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Cele Beckner

Correspondence ID:

235 Project: 48252 Document: 68894

Name:

Kent, Ellen

Address:

Winchester, VA 22604

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: You need to do something to remedy this situation concerning wildlife, roads and vehicles. Please do your best to come up with a

solution. Thanks

Correspondence ID:

236 Project: 48252 Document: 68894

Name:

Garcia, Armando A

Address:

Paramount, CA 90723

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Armando A.,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that

support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you,

Armando A. Garcia

Correspondence ID:

237 Project:48252 Document: 68894

Name:

jensen, wendy

Address:

Loganville, GA 30052

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I sand with NPCA in supporting "Alternative C," as the preferred plan.

Correspondence ID:

238 Project:48252 Document: 68894

Name:

Fuqua, Linda A

Address:

Willis, TX 77318

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:56:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ricky & Linda Fuqua

Correspondence ID:

240 Project: 48252 Document: 68894

Name:

Burnett, Jean B

Address:

Weaverville, NC 28787

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please save our national parks and the animals that inhabit them!

They are precious national treasures to be enjoyed by future generations of both

Americans and foreign visitors.

Correspondence ID:

242 Project: 48252 Document: 68894

Name:

Tergesen, Ron

Address:

East Islip, NY 11730

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:56:34

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ron Tergeesen

Correspondence ID:

243 Project:48252 Document: 68894

Name:

Sylvester, Angee

Address:

Quartz Hill, CA 93536-3769

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please save our national parks!

Correspondence ID:

246 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Gardner, KS 66030

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:56:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cindy Fine

Correspondence ID:

247 Project: 48252 Document: 68894

Name:

Allbright, Galloway

Address:

Los Angeles, CA 90039

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:56:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Galloway Allbright

Correspondence ID: 249 Project: 48252 Document: 68894

Name: Gonzales Jr., Frank

Address: Plymouth, MI 48170

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 14:56:58

Correspondence Type: Web Form

Correspondence: I support "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

250 Project:48252 Document: 68894

Name:

Gonzalez, Maria A

Address:

Chicago, IL 60656

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:57:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

251 Project: 48252 Document: 68894

Name:

Chalker, Mikki

Address:

Binghamton, NY 13905

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:57:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 252 Project: 48252 Document: 68894

Name: Corr, F

Address: Montague, MA 01351

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 14:57:10

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Regards, F. Corr

Correspond

Name: Swan, Susan M

Address:

Carlsbad, CA 92009

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect Grand Teton National Park!

Correspondence ID:

254 Project:48252 Document: 68894

Name:

Engle, I.

Address:

Village of Tularosa, NM 88352

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:57:24

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I support Alternative C. I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

I. Engle

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

256 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

West Hartford, CT 06117

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Plan C! Preserving nature in our national parks should always take priority over the interests of those who use the parks for sports and recreation.

Thank you.

Correspondence ID:

257 Project:48252 Document: 68894

Name:

LaPointe, Drena

Address:

Scottsdale, AZ 85250

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:57:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you for your time and consideration,

Drena LaPointe

Correspondence ID:

259 Project: 48252 Document: 68894

Name:

Detmers, Peggy A

Address:

Rapid City, SD 57702

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

As a wildlife biologist and also a wildlife artist, I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and

request that you choose Alternative C as your approach to future management.

I know that increased vehicle traffic can and has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson

Road Corridor. With diminished wild land areas, your top priority should be protect wildlife and natural resources while adopting a plan that allows visitors

to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

260 Project:48252 Document: 68894

Name:

Mann, Paul

Address:

Ronkonkoma, NY 11779

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please don't do anything to ruin the pristiness of the Grand Tetons. They are beautiful & angellic. Keep them that way so future

generations can go there

Correspondence ID:

263 Project: 48252 Document: 68894

Name:

LaVail, Logan

Address:

Montclair, NJ 07042-2902

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:57:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Logan LaVail

Correspondence ID:

264 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Westwood, MA 02090

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:57:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nikolaos Milonas

Correspondence ID:

265 Project:48252 Document: 68894

Name:

Schaberg, Pamela

Address:

Essexville, MI 48732

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect the wildlife in this area.

Correspondence ID:

268 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Calgary, UN T3A3S4

Canada

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:58:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Danielle Tran

Correspondence ID:

270 Project: 48252 Document: 68894

Name:

m, cindy

Address:

morristown, NJ 07960

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:58:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cindy Marvin

Correspondence ID:

271 Project:48252 Document: 68894

Name:

Shitama, Celeste

Address:

Gainesville, FL 32601

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 14:58:08

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Celeste Shitama

Correspondence ID:

273 Project: 48252 Document: 68894

Name:

Day, Janeth N

Address:

Hoover, AL 35244

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:58:19

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Janeth N Day

Correspondence ID:

275 Project: 48252 Document: 68894

Name:

Langford, Jean

Address:

Little Rock, AR 72223

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please take responsible actions!! We are counting on you all doing the right thing. Please be responsive to these public comments &

thx for all considerations!! The NPS is comprised of good folks who know what they are doing & we do not want private sector destruction of pristine

forests for the selfish & greedy few!!

Cheers, Jean Langford, Arkansas

Correspondence ID:

276 Project:48252 Document: 68894

Name:

Goettling, Sandra E

Address:

Las Vegas, NV 89108-1106

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect the Grand Tetons!

Correspondence ID:

277 Project:48252 Document: 68894

Name:

Arnold, Angela

Address:

Troy, VA 22974

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:58:30

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place. It is truly awe-inspiring and one of the most

beautiful places I have been to in my extensive travels.

Sincerely,

Angela Arnold

Correspondence ID:

280 Project:48252 Document: 68894

Name:

Clough, Cyndi

Address:

Wichita, KS 67207

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am supporting "Alternative C," this would best protect the Moose-Wilson Road Corridor

In addition to the preferred plan, I would encourage the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Sincerely,

Patrick and Cyndi Clough

Correspondence ID:

281 Project: 48252 Document: 68894

Name:

Kafka, Mo

Address:

Albany, NY 12203

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support plan C for the Grand Teton National Park, Moose Road corridor updates. Thank You.

Correspondence ID:

282 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Denver, CO 80205

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing in support of the Park Service's preferred plan, "Alternative C", regarding the Moose-Wilson Road Corridor planning process at Grand Teton

National Park. As a supporter of the National Park System, and a user of the Grand Teton National Park, I believe the Park Service's preferred plan,

"Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Over the years, I have seen how increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the

Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use

and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thanks you,

Ed Guhman

Correspondence ID: 284 Project:48252 Document: 68894

Name: Roebuck, Margaret

Address: Northville, MI 48167

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please proceed with proposal c to insure the safety of wildlife.

Correspondence ID:

Name: Hughes, Lisa

Address:

Galveston, TX 77550

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:59:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lisa A. Hughes

Correspondence ID:

286 Project:48252 Document: 68894

Name:

Hudgins, Jerry C

Address:

Point Reyes Station, CA 94956-1408

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:59:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jerry Hudgins

Sincerely,

R A Larson

Correspondence ID:

289 Project: 48252 Document: 68894

Name:

Mickelson, Rhonda

Address:

Estes Park, CO 80517

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

As in many parks (I volunteer in RMNP) increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely

on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue

to use and enjoy the corridor. I believe this plan considers the enjoyment of future generations as well as those of us who love the area now.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Rhonda Mickelson

Correspondence ID:

290 Project:48252 Document: 68894

Name:

Reichel, Tom

Address:

Rochester Hills, MI 48309

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please go with ALT C choice for the park Thanks Tom

Received:

Dec,07,2015 14:59:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Kelly Barth

Correspondence ID:

292 Project:48252 Document: 68894

Name:

Jacobson, Tobin B

Address:

Boynton Beach, FL 33437-6067

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:59:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tobin B. Jacobson, Esq.

Correspondence ID:

294 Project:48252 Document: 68894

Name:

clausen, nina

Address:

new york, NY 13625

United States of America

Outside Organization:

Miss Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: stop the hunt of bears, they have a heart and have the right to liv in peace just like you and me

Correspondence ID:

295 Project:48252 Document: 68894

Name:

Wightman, Kevin

Address:

sylmar, CA 91392

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 14:59:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I got my Eagle Scout Badge from my final test done this area of Grand Tetons.

You must do all you can to protect this area.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kevin Wightman

Correspondence ID:

297 Project: 48252 Document: 68894

Name:

BILYK, BOGDAN

Address:

PELLA, IA 50219

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: VOTE FOR BERNIE SANDERS FOR PRESIDENT !!!

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Vikram Sikand

Correspondence ID:

299 Project: 48252 Document: 68894

Name:

Wappler, David

Address:

Ojai, CA 93024

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:00:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by people across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

David Wappler

Correspondence ID: 301

Project:

48252

Document:

68894

Name:

walter, gail L

Address:

kalamazoo, MI 49001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:00:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

gail walter

Correspondence ID:

302 Project:48252 Document: 68894

Name:

Bass, Wanda G

Address:

Durham, NC 27701

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:00:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Wanda G. Bass

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Correspondence ID:

305 Project:48252 Document: 68894

Name:

Colson, Clay G

Address:

Land O' Lakes, FL 34638-3564

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Hence I am supporting "Alternative C," my preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Thanks, peace and be well,

Clay G. Colson

Board Director and Water Issues Chair

Citizens for Sanity.Com, Inc.

Public need over corporate greed

(813) 601-3391

citizensforsanity.com

"Only after the last tree has been cut down, Only after the last river has been poisoned, Only after the last fish has been caught, Only then will you find that

money cannot be eaten." - - Cree Indian Proverb

"If a nation expects to be ignorant and free, in a state of civilization, it expects what never was and will never be." Thomas Jefferson

Correspondence ID:

306 Project:48252 Document: 68894

Name:

Schlam, Steven

Address:

San Diego, CA 92103

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Correspondence ID:

307 Project: 48252 Document: 68894

Name:

Gregory, Tina

Address:

St. Louis, MO 63126

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:00:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tina Gregory

Correspondence ID:

308 Project:48252 Document: 68894

Name:

Hediger, JoAnn

Address:

Saint Louis, MO 63141

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: It would be wonderful to see thoughtful control over such a congested area. Plan C sounds reasonable and doable with wildlife

considered and beneficial for tourists. Anyone who loves the parks should be more than happy with such an arrangement. I would be.

Correspondence ID: 309 Project: 48252 Document: 68894

Name: Weaver, Joan

Address: Chatsworth, CA 91311

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:00:18

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joan Weaver

Correspondence ID:

Name: Tarpley, Matthew

Address:

McDonough, GA 30253

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:00:24

Correspondence Type:

Web Form

Correspondence: The Alternative C plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

311 Project: 48252 Document: 68894

Name:

Gx, Perry

Address:

Tustin, CA 92780

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Grizzly Bears DESERVE Better A Good Safe Home!!!

Correspondence ID:

313 Project: 48252 Document: 68894

Name:

Lenz, Andrew

Address:

Leverett, MA 01054

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor and allow for pauses in transit to allow wildlife

viewing.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

315 Project: 48252 Document: 68894

Name:

Ostrander, Jr., William P

Address:

Bellingham, WA 98229-3131

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. Perhaps a bus/shuttle or maybe a monorail

type of observation could be utilized for park visitors to enjoy checking out the wildlife in their natural habitat without greatly disturbing them?

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

William P. Ostrander, Jr.

Correspondence ID:

317 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Minneapolis, MN 55404

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Please allow better protection for grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through

outreach to park visitors and road closures when bears are too close to the road;

Please limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Please extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Please continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Please maintain the current "footprint" of the road with minor changes;

Please reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the

road without incident;

And finally, please continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

318 Project:48252 Document: 68894

Name:

Potter, Doris

Address:

St-Laurent, UN H4L 5E7

Canada

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:01:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Doris Potter

990 St-François-Xavier #605

St-Laurent, QC

H4L 5E7

Correspondence ID:

319 Project: 48252 Document: 68894

Name:

Gleason, Mindy

Address:

Angels Camp, CA 95222

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System and

also a past Wyoming resident of 21 years, of which I lived on the Moose-Wilson Road for 17 , I believe the Park Services preferred plan, Alternative C,

best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. The Moose-Wilson Rd was my special place within the park for the time I lived there and looms large in

my memory of what I consider "home." I implore you to protect it from over development. I have never seen a traffic jam on the road (well a car or two!), I

skied in an out of my home during the winters of my residence and there was no park gate. I may be living in the past, but it's a good one. There is a

compromise to be had in this situation and I thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

321 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Columbus, OH 43214

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:01:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Steven Skal

Correspondence ID:

323 Project: 48252 Document: 68894

Name:

Valentien, Judith

Address:

East Machias, ME 04101

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:01:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

THank you.

Sincerely,

Judith Valentine

Correspondence ID:

324 Project:48252 Document: 68894

Name:

Hegg, Nancy

Address:

Brightwood, OR 97011

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Decision Maker, after my review and conversations I humbly request you choose option C.

regards,

Nancy Hegg

Correspondence ID:

325 Project:48252 Document: 68894

Name:

Firth, Shawn

Address:

FALLS CHURCH, VA 22043-1522

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:01:25

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Shawn Firth

Correspondence ID:

327 Project: 48252 Document: 68894

Name:

N/A, Robert Johnson

Address:

Las Vegas, NV 89134

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:01:33

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Line Ringgaard

Correspondence ID:

329 Project: 48252 Document: 68894

Name:

Kalavity, Karen F

Address:

Westminster, CO 80031

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves, and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and I am joining NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Please, David Vela, support "Alternative C," the preferred plan.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Billie Herzer

Correspondence ID:

331 Project:48252 Document: 68894

Name:

Ripplinger, George R

Address:

Belleville, IL 62226

United States of America

Outside Organization:

Sierra Club Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:01:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

George R. Ripplinger

Correspondence ID:

334 Project:48252 Document: 68894

Name:

Baier, Mary Ann

Address:

Dearborn, MI 48124

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:02:03

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mary Ann Baier

Correspondence ID:

335 Project:48252 Document: 68894

Name:

Terry, Clifford

Address:

Knoxville, TN 37928

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:02:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Clifford Terry

Correspondence ID:

337 Project:48252 Document: 68894

Name:

Fore, Judy O

Address:

Black Mountain , NC 28721

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:02:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Judy O Fore

Correspondence ID:

338 Project:48252 Document: 68894

Name:

Ostrander, Jr., William P

Address:

Bellingham, WA 98229-3131

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:02:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. Perhaps a bus/shuttle or maybe a monorail

type of observation could be utilized for park visitors to enjoy checking out the wildlife in their natural habitat without greatly disturbing them?

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

William P. Ostrander, Jr.

Sincerely,

Correspondence ID:

340 Project: 48252 Document: 68894

Name:

Stanton, Alan R

Address:

Topeka, KS 66606

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:02:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, and

as someone who once lived and worked at Jackson Lake Lodge, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-

Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alan Stanton

Correspondence ID:

343 Project: 48252 Document: 68894

Name:

Yasgur, Eleanor S

Address:

Teaneck, NJ 07666

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:02:42

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Best regards,

Eleanor Swift Yasgur

Correspondence ID:

344 Project: 48252 Document: 68894

Name:

Amalfitano, Gloriamarie

Address:

San Diego, CA 92111

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:02:42

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Gloriamarie Amalfitano

Correspondence ID:

346 Project: 48252 Document: 68894

Name:

Phillips-Calapai, Jean M

Address:

Milford, MA 01757

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:02:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jean Phillips-Calapai

Correspondence ID:

347 Project: 48252 Document: 68894

Name:

blaesing thompson, shawn

Address:

ames, IA 50014

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:02:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 349 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Cambria, CA 93428

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:03:13

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

This Park is such a national treasure! Therefore, I'm writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As

a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and I

request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I strongly

encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our privilege and responsibility to protect

these precious resources for all of us and for future generations. Thank you for your good work to protect this very special place.

Sincerely,

Lynne Harkins

Correspondence ID:

Name: Crosland, Richard

Address:

Vista, CA 92081

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:03:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Richard Crosland

Correspondence ID:

352 Project:48252 Document: 68894

Name:

Baker, Sharon

Address:

Palmer Lake, CO 80133

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:03:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sharon Baker

Correspondence ID:

353 Project:48252 Document: 68894

Name:

Wettersten, Jill A

Address:

Oberlin, OH 44074-1904

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:03:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jill Wettersten

Correspondence ID:

354 Project: 48252 Document: 68894

Name:

Gold, Vicki A

Address:

Mt Shasta, CA 96067

United States of America

Outside Organization:

Water Flows Free Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Our National Parks and Wildlife Sanctuaries must be protected. The Precautionary Principle must be observed regarding traffic,

visitors "loving the parks to death" and protection of the wildlife from human intrusion.

Thank you for all your efforts.

Vicki Gold

Correspondence ID: 356 Project: 48252 Document: 68894

Name: N/A, Terry

Address: carlyle, IL 62231

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:03:49

Correspondence Type: Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Terry

Correspondence ID:

357 Project:48252 Document: 68894

Name:

Meisner, Lora

Address:

Salem, OR 97306

United States of America

Outside Organization:

Coalition Advocating for Animals Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We just visited the Tetons last year and we believe that Plan C for the Moose-Wilson Road is the most reasonable to ensure the safety

of wildlife. For us, there seemed to be too many dangers for wildlife as things are presently.

Correspondence ID:

358 Project:48252 Document: 68894

Name:

Urias, Victoria

Address:

Seattle, WA 98125

United States of America

Outside Organization:

NPC Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:03:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 360 Project: 48252 Document: 68894

Name: Young, Anne

Address: Revere, PA 18953-0517

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:04:12

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Anne Young

Correspondence ID:

361 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Blue Bell, PA 19422

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Let's seriously consider Alternate #3

Correspondence ID:

362 Project:48252 Document: 68894

Name:

Hydeman, Jinx

Address:

Trabuco Canyon, CA 92679

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:04:18

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jinx Hydeman

Correspondence ID: 364 Project: 48252 Document: 68894

Name: Andersen, Peggy J

Address: Livermore, CA 94551

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I support alternative C as it sounds like a win-win for the animals and humans.

Correspond

Name:

Sabol, Barbara T

Address:

Naples, FL 34112

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We need to preserve the beautiful and historic lands for future generations.

Correspondence ID:

366 Project: 48252 Document: 68894

Name:

Cusumano, Richard

Address:

Keeseville, NY 12944/3106

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:04:38

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Richard Cusumano

Correspondence ID: 368 Project: 48252 Document: 68894

Name: Blanding, David J

Address: Lowell, MI 49331

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Parks

Correspondence ID:

369 Project:48252 Document: 68894

Name:

Olander, Alan

Address:

Nevis, MN 56467

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:05:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alan Olander

Correspondence ID:

371 Project:48252 Document: 68894

Name:

Rarick, Karen J

Address:

Nashville, IN 47448

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:05:09

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Karen Rarick

Correspondence ID:

372 Project: 48252 Document: 68894

Name:

Zimmerman, Leda

Address:

Lexington, MA 02420

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing as a huge booster of the National Park System, and with great interest in maintaining the best possible protections for one of its crown jewels:

Grand Teton National Park. I write specifically regarding the Moose-Wilson Road Corridor planning process at Grand Teton, and to endorse the Park

Service's preferred plan, Alternative C. This plan best protects the Moose-Wilson Road Corridor, and I urge you to choose Alternative C as your approach

to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Cordially,

Leda Zimmerman

Correspondence ID:

373 Project:48252 Document: 68894

Name:

Densmore, Paul

Address:

St Paul, MN 55116

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please approve alternative c

Correspondence ID:

376 Project: 48252 Document: 68894

Name:

Fehr, Richard P

Address:

Sharpsburg, GA 30277

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have read in detail proposals by the National Park Service for the Grand Teton National Park and I support each and every one of the

proposals. I support the proposals because they address to the adverse effects to the park due the high numbers of visitors, some of the detrimental practices

of some of the park visitors and inadequate funding and numbers of National Park staff.

Correspondence ID:

377 Project: 48252 Document: 68894

Name:

Kotch, Brant

Address:

Houston, TX 77024

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:05:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Brant Kotch

Correspondence ID:

378 Project: 48252 Document: 68894

Name:

D., Laura

Address:

Atlanta, GA 30318

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:05:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Laura D.

Correspondence ID:

380 Project: 48252 Document: 68894

Name:

Hoffman, Marc

Address:

North Wales, PA 19454

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park. The popularity of

the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the busy summer

months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. I support "Alternative C" as the preferred plan.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

382 Project: 48252 Document: 68894

Name:

Harrison, Norma J F

Address:

Berkeley, CA 94702

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: keep the Grand Tetons unassailed.

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class lands while allowing visitors

to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released to you. Please join NPCA in supporting "Alternative C," the

preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging you, the National Park Service to study and consider transportation options for visitors, such as a

small-scale shuttle system.

Grand Teton Superintendent David Vela. Take Action. I support "Alternative C," the preferred plan.

Advocate for birth control including for pregnancy termination by choice (abortion).

Grand Teton is a gift cherished by both the residents of Wyoming and all people on Earth, and it is our responsibility to protect these precious lands for all

of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Norma J F Harrison normaha@pacbell.net

Berkeley, Ca.

* Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

* Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

* Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

* Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

- * Maintain the current "footprint" of the road with minor changes;
- * Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- * Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I join others in encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Thank you for your attention to these suggestions.

Correspondence ID:

385 Project: 48252 Document: 68894

Name:

Ball, Evelyn

Address:

Lockport, UN R1A3L7

Canada

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale

shuttle system.

Correspondence ID:

386 Project: 48252 Document: 68894

Name:

Kameon, Kitty

Address:

Oakland, CA 94618

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:06:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kitty Kameon

Correspondence ID:

389 Project: 48252 Document: 68894

Name:

Anderson, Christy

Address:

Portland, OR 97213

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:06:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Christy Anderson

Correspondence ID:

390 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Nevada City, CA 95959

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I can support Alternate C but frankly think we should close the road from time to time and only have foot traffic!

Correspondence ID:

393 Project:48252 Document: 68894

Name:

Walsh, Kevin

Address:

Madison, CT 06443

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Kevin,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

395 Project: 48252 Document: 68894

Name:

stein, harvey

Address:

merrick, NY 11566

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:06:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dr. Harvey Stein, Mrs. Alice Stein, Ms. Loni Stein, Ms. Vanessa Youmans, Mr. James Voulgarakis, Mrs. Shira Voulgarakis

Correspondence ID:

396 Project:48252 Document: 68894

Name:

Sanford, Julia K

Address:

Van Nuys, CA 91406

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:06:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

397 Project: 48252 Document: 68894

Name:

Griffith, Alfred

Address:

Miami, FL 33172

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:06:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alfred Griffith

Correspondence ID:

398 Project: 48252 Document: 68894

Name:

Faust, Carol & Malcolm

Address:

Oakdale, CA 95361-9537

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: <http://my.npca.org/site/R?i=NvKBIHDEbxmc6N2ot7e0cQ>

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

<http://my.npca.org/site/R?i=cgnITnSLgCke6h2UUCoUTA>

Dear Malcolm,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Carol & Malcolm Faust

Correspondence ID:

400 Project:48252 Document: 68894

Name:

Ingram, Carole

Address:

So. Fulton, TN 38257

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:07:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

401 Project: 48252 Document: 68894

Name:

Stevenson, Julia

Address:

Washington, DC 20008

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:07:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Julia Stevenson

Correspondence ID:

403 Project: 48252 Document: 68894

Name:

Lundgren, Scott A

Address:

Chicago, IL 60614

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:07:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Scott Lundgren

Correspondence ID:

405 Project: 48252 Document: 68894

Name:

Van Ormer, Diana

Address:

San Diego, CA 92128

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:08:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

resources for all of us and for future generations.

Thank you for your good work to protect this special place.

Sincerely,

Diana Van Ormer

Correspondence ID:

407 Project: 48252 Document: 68894

Name:

Blandford, Tom

Address:

Kansas City, MO 64112

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I'm a 62 year old, happily retired, and a very frequent visitor to our National Parks. Grand Teton is one of my very favorites and my wife and I visit it at

least once or twice per year. When we visit the park we usually do so in the fall and we stay in Teton Village. So our daily access to the park is via Moose-

Wilson Road.

You might say we're experts on this road, it's wonderful wildlife and the challenges of driving it during busy times. We've often remarked that there should

be a few changes made to improve the experience of driving it and protecting the wildlife that frequents the area.

We believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Thank you for your excellent management of Grand Teton National Park. We can't wait for our 2016 trips back there.

Best regards,

Tom and Helen Blandford

Correspondence ID:

408 Project: 48252 Document: 68894

Name:

Forte, Lorraine

Address:

New York, NY 10009

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:08:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lorraine Forte

Correspondence ID:

410 Project:48252 Document: 68894

Name:

Paul, Lori L

Address:

Altadena, CA 91001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear National Park Service,

As a California licensed veterinary technician and former zoo keeper at the Los Angeles Zoo whose has old family albums full of photos taken in National

Parks, including the Grand Tetons, I urge you to implement Alternative C, the preferred plan, in Grand Teton National Park's Moose-Wilson Road

Corridor. I have worked with bears, deer, and many other large species. I understand concerns about traffic jams to see these magnificent creatures and the

dangers involved in "road contacts" with wildlife, either through deadly collisions between animals and cars or when careless tourists fail to give space to

wildlife while taking selfies! I am pleased that Alternative C addresses many of these concerns.

That said, I am about to commit a "public comment felony" by pasting in comments generated by the venerable National Parks Conservation Association. I

am doing so because I cannot make any improvement in the following statements. Their points express my opinions exactly. Please take this good advice

and select Alternative C.

Alternative C would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Maintain the current "footprint" of the road with minor changes;
Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system similar to that available in Yosemite Valley.

Thank you for this opportunity to comment.

Correspondence ID:

412 Project: 48252 Document: 68894

Name:

Bostick, Carol S

Address:

Novato, CA 94949-5046

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Help Us Protect Grand Teton Today!

Sharon Mader, NPCA <takeaction@npca.org>

To Carol Bostick

Today at 1:46 PM

To ensure delivery to your inbox, please add us to your address book: takeaction@npca.org

Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Carol,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that

support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

413 Project:48252 Document: 68894

Name:

Herrmann, Dorene

Address:

South Elgin, IL 60177-2311

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Mr. David Vela, Superintendent,

I am contacting you to inform you that I support "Alternative C," the preferred plan for Grand Teton National Park.

Sincerely,

Dorene Herrmann

Correspondence ID:

415 Project: 48252 Document: 68894

Name:

Cohen, Fritzi D

Address:

nahcotta, WA 98637

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

I think it is appropriate to protect wildlife and natural resources as a top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States. It is also an important part of our conservation

history. We need to protect these precious resources for all of us and for future generations.

thank you,

Fritzi Cohen

Correspondence ID:

416 Project:48252 Document: 68894

Name:

Posch, Robert

Address:

For Lauderdale, FL 33305

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:08:42

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert Posch

Correspondence ID:

418 Project: 48252 Document: 68894

Name:

Robinson, Pat

Address:

McComb, MS 39648

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:08:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Pat Robinson

Correspondence ID:

419 Project:48252 Document: 68894

Name:

Burns, Lyn

Address:

Scottsdale, AZ 85258

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:08:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Lyn Burns

Correspondence ID: 421 Project: 48252 Document: 68894

Name: Hartman, Suesie

Address: Bowmansville, PA 17507

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: National Parks are the legacy that we generations that will follow us. We owe the protection of the National Parks to the trees, land, animals & birds that call National Parks their home.

Correspondence ID:

Name:

Bennion, Beth

Address:

McKinleyville, CA 95519

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place. I have made a number of visits to the Grand

Tetons over the years and it has given me many wonderful, special memories and has a very special place in my heart.

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Beth Bennion

Correspondence ID:

423 Project:48252 Document: 68894

Name:

willing, rick

Address:

terlingua, TX 79852

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

Increasing bicycle and small scale transit traffic and reducing automobile traffic should be at the heart of all future plans.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thanks,

Rick Willing

Corridor. We have noticed in the last few years, a decrease in the number of moose along this Corridor. I know protecting wildlife and natural resources is

one of your top priorities as Superintendent of the Park, and as one who loves visiting our National Park, I know it is a balancing act to work out plans that

protect wildlife and resources, and also allow visitors to continue to use and enjoy, to borrow from Ken Burns, America's Best Idea.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift that is cherished by both the residents of Wyoming and people like me, folks all over the USA. And I want you to know you have

people like me, who support the parks with dollars and time, who support you in your efforts to protect these precious resources for all of us and for future

generations. Thank you for your good work to protect this special place.

Sincerely,

Mark S. Gregory

Member of the NPCA, The Yellowstone Association, the National Park Foundation, and The Trust For Public Land

Correspondence ID:

425 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Jersey City, NJ 07302

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:09:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Elisa Neal

Correspondence ID:

427 Project: 48252 Document: 68894

Name:

Henzel, William

Address:

San Jose, CA 95127

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:10:05

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

William Henzel

Correspondence ID:

429 Project: 48252 Document: 68894

Name:

Lukas, J

Address:

Greenwood, IN 46143-8460

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:10:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is negatively effecting wildlife that rely on the Moose-Wilson Road Corridor. Please

protect wildlife and natural resources as your top priority, while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is good but more should be done. I encourage the Park Service to complete

an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and visitors from across the United States, and it is our responsibility to protect these

precious resources for all of us and for future generations.

Thanks for your strong work to protect this very special place.

Sincerely,

Correspondence ID:

430 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

bordentown, NJ 08505

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: National Parks are a treasure that should last for all time. We need them and we need to protect them!

Correspondence ID:

432 Project: 48252 Document: 68894

Name:

Adamson, Kristen

Address:

Seattle, WA 98144

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:10:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Kristen

Correspondence ID: 433 Project: 48252 Document: 68894

Name: Swanson, R G

Address: Berkeley, CA 94707

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:10:48

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

RG Swanson

Correspondence ID:

434 Project:48252 Document: 68894

Name:

atkins, nathan

Address:

Los Angeles, CA 90066

United States of America

Outside Organization:

Unaffiliated Individual

Correspondence ID:

435 Project: 48252 Document: 68894

Name:

Berkheimer, Nicole

Address:

Knoxville, TN 37921

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:11:08

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

- Maintain the current "footprint" of the road with minor changes;

- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the

road without incident;

- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale

shuttle system.

Correspondence ID:

437 Project: 48252 Document: 68894

Name:

Haertel, Melissa

Address:

Bronx, NY 10465

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:11:18

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Melissa Haertel

Correspondence ID:

438 Project:48252 Document: 68894

Name:

Siegmann, Eric

Address:

Westminster, CA 92683

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:11:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a strong supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road

Corridor, and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Eric Slegmann

Correspondence ID:

440 Project: 48252 Document: 68894

Name:

Medlock Jr, Howard S

Address:

Lubbock, TX 79416

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: None

Received:

Dec,07,2015 15:11:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Best regards,

Karen Sewick

Correspondence ID:

442 Project: 48252 Document: 68894

Name:

Armer, Paul/Joan

Address:

San Mateo, CA 94403

United States of America

Outside Organization:

none Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please work to conserve these wild and wonderful places... when they're gone, they're gone, and future generations will not know

what we had. We have NO right to destroy everything wild!

Correspondence ID: 444 Project:48252 Document: 68894

Name: Chockla, Bill

Address: Estes Park, CO 80517

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:11:45

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bill Chockla

Estes Park, CO

RMNP and USFS Volunteer

Correspond

Name: N/A, N/A

Address:

San Francisco, CA 94131

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Save Mother Nature!

Correspondence ID:

446 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Laurel, MD 20723

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please do the right thing.

Correspondence ID:

448 Project: 48252 Document: 68894

Name:

Eisler, Laurie

Address:

Cotati, CA 94931-4565

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:12:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Laurie Eisler

Correspondence ID:

450 Project: 48252 Document: 68894

Name:

Barcilon, Danielle R

Address:

Miami, FL 33133

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:12:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Danielle Barcilon

Correspondence ID:

453 Project: 48252 Document: 68894

Name:

Bates, Abigail

Address:

Los Angeles, CA 90034

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:12:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Abigail K. Bates

Correspondence ID:

455 Project: 48252 Document: 68894

Name:

Roche, Peter

Address:

Santa Fe, NM 87507

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:12:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID: 456 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Milwaukee, WI 53211

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:12:36

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,
Kevin Zellmer
Correspond

Name:

Fydrych, James

Address:

Albuquerque, NM 87111-3732

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect wildlife in the Park.

Correspondence ID:

458 Project:48252 Document: 68894

Name:

Blankinship, Ramona L

Address:

Lakeland, FL 33801

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:12:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ramona L. Blankinship

Correspondence ID:

460 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

San Jose, CA 95112

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:13:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Chrystie

Correspondence ID:

461 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Boulder, CO 80305

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Grand Teton National Park is one of the most memorable for its extraordinary beauty and for the wildlife it supports. I understand that

there are alternate plans for the protection of the park, its wildlife, and its visitors, and of these, Alternative C has strong recommendations.

It was designed to decrease too close contact between wildlife and admirers of wildlife, many of whom seem to always understand that wildlife is wild and

need to remain self-sufficient.

It would limit the Moose-Wilson corridor access for cars, while managing to avoid serious inconvenience.

The length of the Death Canyon hiking trail would be expanded and a new parking area developed.

Road speed limits would be reduced and the road made safer for bicyclists, which in turn would make it more accident and annoyance free for drivers.

Continue to allow cross-country skiing and snowshoeing during the winter.

Study corridor use and make changes in accordance with those studies.

I understand that the NPS is being encouraged to consider alternative transportation for park visitors. Since not all visitors are accustomed to wildlife and

mountain driving, and some visitors are inexperienced drivers or older people who no longer feel secure on unaccustomed terrain, this seems to me to be an

option worth considering.

Correspondence ID:

463 Project: 48252 Document: 68894

Name:

Heap, Francesca

Address:

Plainville, CT 06062

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please take into consideration my support of Option/Alternative C for the Moose-Wilson Road Corridor proposal. This option

provides a reasonable long-range view which balances the needs of the public with that of the wildlife in the area.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Dr Jill Berkowitz-Berliner

Correspondence ID:

465 Project:48252 Document: 68894

Name:

Jones-Bedel, Laura G

Address:

San Diego, CA 92116

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Superintendent Vela:

I am a supporter of our National Park System. I write regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

I believe the Park Service's preferred plan, "Alternative C", provides the best protection for the Moose-Wilson Road Corridor and request respectfully that

you select Alternative C as the most viable approach to future management.

Increased vehicle traffic has diminished the visitor experience and continues to have a negative effect on wildlife that rely on the Moose-Wilson Road

Corridor. Please protect wildlife and natural resources as your top priority whilst adopting a plan that allows visitors to continue to enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a positive step but more must be done. I encourage the Park Service to

complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a magnificent gift cherished by both the residents of Wyoming and people across the United States. It is our responsibility to protect this

wonderful resource for now and for future generations. I thank you for your continuing good work in protect the Grand Teton.

Sincerely,

Laura Jones-Bedel

San Diego, CA

[your name here]

Marcia Godich

Correspondence ID:

467 Project: 48252 Document: 68894

Name:

Craft, Robin

Address:

Plain City, OH 43064

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:14:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robin Craft

Correspondence ID:

469 Project: 48252 Document: 68894

Name:

kirola, ana m

Address:

san francisco, CA 94109

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect the land and preserve our forests.

We need all creatures great and small.

Thank you.

Correspondence ID:

471 Project: 48252 Document: 68894

Name:

Corby, Kathleen

Address:

Pine Plains, NY 12567

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:14:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kathleen Corby

Correspondence ID: 473 Project: 48252 Document: 68894

Name: Moody, Richard L

Address: Macon, GA 31211-1313

United States of America

Outside Organization: Moody's Collectibles, Inc. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

I worked four summers in Yellowstone Park, 1959-1962, when bear jams were everywhere and hope you can protect the wildlife from the "dudes" who

aren't prepared for what they will encounter. The animals need your protection.

Sincerely,

Richard Moody

Correspondence ID:

474 Project: 48252 Document: 68894

Name:

Russell, Ivan

Address:

Pittsburgh, PA 15220

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:14:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

~ivan

Correspondence ID:

475 Project: 48252 Document: 68894

Name:

Scotton, Bruce W

Address:

Larkspur, CA 94939

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:14:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bruce W Scotton, M.D.

Correspondence ID:

477 Project: 48252 Document: 68894

Name:

Brincka, Frank A

Address:

Sussex, NJ 07461

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C" for Grand Teton National Park, in order to:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

- Maintain the current "footprint" of the road with minor changes;

- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the

road without incident;

- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

478 Project:48252 Document: 68894

Name:

Bartell, Jon

Address:

Plymouth, WI 53073

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:15:23

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jon Bartell

Correspondence ID: 480 Project: 48252 Document: 68894

Name: wallerstein, immanuel

Address: branford, CT 06405

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: This is an excellent project...hope it is realized ASAP

Correspondence

Name: Tenerelli, Brenda

Address:

Weaverville, NC 28787

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan and I'm asking you to as well. Do what is right for this beautiful park!

Correspondence ID:

482 Project: 48252 Document: 68894

Name:

Williams, William E

Address:

Jericho, VT 05465

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing about the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As an ex-resident of Wyoming and occasional visitor

to Grand Teton, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose

Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor. I would

also encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bill Williams

Correspondence ID:

485 Project: 48252 Document: 68894

Name:

Porcelli, Maureen

Address:

North Bergen, NJ 07047

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:16:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Maureen Porcelli

Correspondence ID:

486 Project:48252 Document: 68894

Name:

Dominguez, Bernadette

Address:

Vancouver, WA 98664

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:16:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for protecting my favorite National Park.

Sincerely,

Bernadette Dominguez

Correspondence ID: 487 Project: 48252 Document: 68894

Name: McCullough, Paul

Address: Highland, MI 48357

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:16:14

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Paul McCullough

3030N Hickory Ridge

Highland, MI 48357

ph. (989) 630-8710

Correspondence ID:

488 Project: 48252 Document: 68894

Name:

Corrigan, Diane R

Address:

Shelby Twp., MI 48316

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Correspondence ID:

489 Project: 48252 Document: 68894

Name:

Leo, Carlos A

Address:

Hollywood, FL 33019

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

Correspondence ID:

491 Project: 48252 Document: 68894

Name:

Maciel, Marie

Address:

Bridgewater, NJ 08807

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:16:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Marie Maciel

Correspondence ID:

492 Project: 48252 Document: 68894

Name:

Bradley, Kathy

Address:

Lugoff, SC 29078

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:16:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kathy Bradley

Correspondence ID:

493 Project: 48252 Document: 68894

Name:

Drahos, Ronald W

Address:

Bloomington, IN 47401

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:16:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID: 495 Project:48252 Document: 68894

Name: Simle, Anna

Address: Denver, CO 80211

United States of America

Outside Organization: Mrs. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 15:17:38

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Anna Simle

Correspondence ID:

496 Project: 48252 Document: 68894

Name:

Stenflo, Jahnavi

Address:

Boulder, CO 80304

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management. Therefore I feel that it is the best plan and should be the plan that is implemented.

As you know, increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson

Road Corridor. I cannot ask enough: Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue

to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, including myself in Colorado. It is our responsibility

to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jahnvi Stenflo

Correspondence ID:

497 Project: 48252 Document: 68894

Name:

Mosca-Clark, Vivianne

Address:

Williams, OR 97544

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Parks are very important to people and other life forms. How important they are is something personal, it seems. To me they are a part

of life it's self. When I can't see them I get sad to much. They help our spirit, be happy and bold. Support parks, please.

Correspondence ID: 499 Project: 48252 Document: 68894

Name: Daniels, Mark L

Address: Flagstaff, AZ 86005

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:17:55

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mark Daniels

Correspondence ID:

Name:

Richards, Mary S

Address:

Evergreen, CO 80439

United States of America

Outside Organization:

National Parks Conservation Assoc Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor. I have

traveled this road and would prefer to wait longer to drive the road rather than face the congestion that is the current situation.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. This would be very, very helpful for both the

animals and the visitors.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

501 Project:48252 Document: 68894

Name:

Nieters, Lenore

Address:

Asheville, NC 28805-1161

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:18:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Lenore Nieters

Correspondence ID: 502 Project:48252 Document: 68894

Name: Hahn, Millie A

Address: Califon, NJ 07830

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: We love the Tetons....

We support Alternative C for the Moose Wilson road project.

We are proud to continue supporting our great National Parks we need open space for wildlife so natural habitat remains as natural as possible, while

still allowing people to enjoy the great outdoors.

Thanks for all you do.

Correspondence ID:

Name: Manookian, Judith

Address:

Mineral, VA 23117

United States of America

Outside Organization:

. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:18:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Judith Manookian

Correspondence ID:

505 Project: 48252 Document: 68894

Name:

Paretzky, Raymond

Address:

Bethesda, MD 20814

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:18:30

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Raymond Paretzky

Correspondence ID:

506 Project: 48252 Document: 68894

Name:

Shoemaker, Terrance

Address:

Parker, CO 80134

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:18:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Terrance Shoemaker

Correspondence ID:

507 Project: 48252 Document: 68894

Name:

Davis, Lisa E

Address:

New York, NY 10014-3050

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:18:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lisa E Davis, PhD

Correspondence ID:

509 Project: 48252 Document: 68894

Name:

Gunter, Karlene

Address:

Rochester, NY 14618-4861

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:18:38

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place. This is one of our family's favorite places.

Correspondence ID:

510 Project:48252 Document: 68894

Name:

Reid, John E

Address:

Mountain City, TN 37683

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:18:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

John E. Reid

Correspondence ID:

512 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Van Nuys, CA 91406

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:18:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jonathan Lammers

Correspondence ID:

513 Project: 48252 Document: 68894

Name:

Weggel, Bob

Address:

Reading, MA 01867

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please manage Grand Teton National Park with highest priority given to the preservation of its National Treasures in perpetuity.

Prioritize the protection of wildlife, reducing access via private vehicles to whatever extent is necessary.

Correspondence ID:

516 Project:48252 Document: 68894

Name:

MacRaith, Bonnie

Address:

Arcata, CA 95521

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear National Park Service,

Regarding the historic seven mile Moose-Wilson Road Corridor please support ALTERNATIVE C!

Thank you,

Bonnie MacRaith

Correspondence ID: 517 Project:48252 Document: 68894

Name: BERGER, ELMER

Address: SAN RAFAEL, CA 94901

United States of America

Outside Organization: Mr. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Don't mess with the Tetons! They're beautiful! I've had the pleasure of seeing them several times.

Correspondence ID:

518 Project:48252 Document: 68894

Name:

Dunn, Elmo

Address:

Longwood, FL 32779

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:19:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a visitor and supporter of the National Park

System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative

C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States. It is our responsibility to protect these precious resources for all of us and for future generations.

Thank you for your good work to protect this extremely special place where we visited in September 2015.

Sincerely,

Elmo Dunn

Correspondence ID:

520 Project: 48252 Document: 68894

Name:

McCollom, Leslie

Address:

Austin, TX 78748

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support the Alternative C plan, the preferred plan, for the following reasons:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Maintain the current "footprint" of the road with minor changes;
- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I think the National Park Service should study and consider transportation options for visitors, such as a small-scale shuttle bus service.

Correspondence ID:

521 Project:48252 Document: 68894

Name:

Sanford, Ellen D

Address:

Anaconda, MT 59711-1713

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C.

Correspondence ID:

523 Project: 48252 Document: 68894

Name:

Dorraugh, Tami

Address:

Volcano, CA 95689

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:19:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tami Dorraugh

Correspondence ID:

525 Project: 48252 Document: 68894

Name:

Cornelia, Jared

Address:

Wilmington, DE 19804

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:19:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

526 Project:48252 Document: 68894

Name:

Dinsmore, Nancy

Address:

Greensboro, NC 27410

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:19:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Please choose "alternative C" for the Moose Wilson Corridor in Grand Teton NP.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mrs. Nancy Dinsmore

Correspondence ID: 528 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Arlington, VA 22203

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Choose Alternative C

Correspondence ID:

529 Project: 48252 Document: 68894

Name:

Faegre, Dirk

Address:

Gouldsboro, ME 04607-3034

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:20:11

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I write today regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a strong supporter of the National Park

System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative

C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

531 Project: 48252 Document: 68894

Name:

Walker, Christopher

Address:

Benton, AR 72015-2602

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:20:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Christopher Walker

Correspondence ID: 532 Project:48252 Document: 68894

Name: N/A, N/A

Address: miami, FL 33176

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: How about respecting all life forms on earth and stop being greedy for power and wealth. Every life form deserves life on earth!.

Correspondence ID:

533 Project:48252 Document: 68894

Name:

Mock, M.D., Ph.D., Dr. T. Randall (Randy)

Address:

Dallas , TX 75214-3939

United States of America

Outside Organization:

Legal/Medical Consulting, Inc. Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 15:20:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

534 Project:48252 Document: 68894

Name:

Jones, Andrea

Address:

Aurora, IL 60506

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan, and encourage the National Park Service to study and consider transportation options for

visitors, such as a small-scale shuttle system.

Correspondence ID:

536 Project:48252 Document: 68894

Name:

Tascano, N

Address:

Anchorage, AK 99515

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have no comments.

Correspondence ID: 537 Project:48252 Document: 68894

Name: Helmer, Kathleen

Address: West Hills, CA 91307

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:21:07

Correspondence Type: Web Form

Correspondence: "Alternative C" is the best plan for lots of reasons, it would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

Name: Monroe, James R

Address:

Concord, CA 94521

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:21:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

James R Monroe

Correspondence ID:

539 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Austin, TX 78751-3206

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:21:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sharon S. Bramblett

Correspondence ID:

540 Project:48252 Document: 68894

Name:

Caylor, Jule A

Address:

West Jordan, UT 84088

United States of America

Outside Organization:

USDA Forest Service: Retired Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:21:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jule A. Caylor

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

541 Project:48252 Document: 68894

Name:

Sandbulte, Joe A

Address:

Duluth, MN 55404

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:21:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joe Sandbulte

Correspondence ID:

543 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

New Orleans, LA 70117

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please join NPCA in supporting "Alternative C," the preferred plan.

The plan would:

I am writing in support of alternative C.

This plan will better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through

outreach to park visitors and road closures when bears are too close to the road. It will limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer. It will also, extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area for visitors to enjoy.

Correspondence ID:

544 Project: 48252 Document: 68894

Name:

Saunier, Curt E

Address:

Austin, TX 78660

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:22:16

Correspondence Type:

Web Form

Correspondence: I am writing in supporting "Alternative C,".

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Thank you for your time.

Correspondence ID:

546 Project:48252 Document: 68894

Name:

Stein, Herbert M

Address:

Washingtonville, NY 10992

United States of America

Outside Organization:

Audubon Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:22:42

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations.

Thank you for your good work to protect this special place.

Sincerely,

Herbert M Stein

Correspondence ID:

548 Project: 48252 Document: 68894

Name:

C, Maribeth

Address:

Denver, CO 80206

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

We visited Grand Teton for the first time this past Summer, and we were awed at how beautiful and special it is. It needs and deserves to be well-protected.

Thank you,

Maribeth Clemm

Correspondence ID:

549 Project: 48252 Document: 68894

Name:

Wilson, L M

Address:

Houston, TX 77066

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:22:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

L. M. Wilson

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lesli

Correspondence ID:

552 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

hohenwart, UN 86558

Germany

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:23:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lorenz Steininger

Correspondence ID:

553 Project:48252 Document: 68894

Name:

MAZZA, PENELOPE

Address:

FAIRFIELD, IA 52556

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:23:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Penelope S Mazza

Correspondence ID:

554 Project:48252 Document: 68894

Name:

Weaver, Tracie

Address:

Dayton, OH 45415

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:23:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Dayton

Correspondence ID: 556 Project:48252 Document: 68894

Name: Jorgensen, Bob

Address: East Peoria, IL 61611

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: This is supposed to be a national park. This seems to indicate that ATV's should be strictly limited. They harm the landscape, the animals, the plants and cause air and noise pollution.

Correspondence ID:

557 Project:48252 Document: 68894

Name:

Young, Rachel

Address:

Menlo Park, CA 94025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Rachel,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that

support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Rachel Young

Correspondence ID:

558 Project: 48252 Document: 68894

Name:

Rivera, Sergio M

Address:

Chicago, IL 60641

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:23:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sergio M Rivera

Correspondence ID:

559 Project: 48252 Document: 68894

Name:

Tharp, Reynold

Address:

Urbana, IL 61801

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:23:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Reynold Tharp

Correspondence ID:

561 Project: 48252 Document: 68894

Name:

Stewart, Sarah B

Address:

Gardiner, MT 59030

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: My Family and I support Alternative C the preferred plan for the Moose-Wilson Road Corridor .

We support C because it would

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road.

- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer.

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area.

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes.

- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident.

- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the Alternative C, the preferred plan, we would like to encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Thank you for your attention to our thoughts.

Sincerely, The Stewart Family

Correspondence ID:

563 Project: 48252 Document: 68894

Name:

Hart, Rick

Address:

Austin, TX 78752

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:23:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Rick Hart

Correspondence ID:

564 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Austin, TX 78735

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:24:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michael P. Revord

Correspondence ID:

566 Project: 48252 Document: 68894

Name:

Jackson, Warren

Address:

Seattle, WA 98121-2304

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:24:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Warren Jackson

Correspondence ID:

567 Project:48252 Document: 68894

Name:

Messer, Gretchen

Address:

Cedar Mountain, NC 28718

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:24:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

gretchen messer

Correspondence ID:

569 Project: 48252 Document: 68894

Name:

Boyd, Mame

Address:

Rancho Mirage, CA 92270

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:24:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

MAME BOYD

Correspondence ID:

Name:

Keefe, George

Address:

Edmonds, WA 98020

United States of America

Outside Organization:

Self Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:25:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am a hiker and backpacker in roadless wilderness areas. I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton

National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson

Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

572 Project:48252 Document: 68894

Name:

Kiver, Eugene

Address:

Anacortes, WA 98221-3244

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:25:23

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

573 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Hoffman Estates, IL 60192

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:25:25

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID: 575 Project: 48252 Document: 68894

Name: Freer, Elizabeth

Address: Scottsdale, AZ 85251

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I am requesting that Plan C be implemented.

Correspond

Name: wolf, joe r

Address:

Cleveland, OH 44124

United States of America

Outside Organization:

Global Citizen Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I agree with plan"C"

Correspondence ID:

577 Project: 48252 Document: 68894

Name:

Jorgenson, Jerry

Address:

Plano, TX 75023

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:26:16

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jerry Jorgenson

Correspondence ID:

579 Project: 48252 Document: 68894

Name:

Heffernan, Terry

Address:

San Francisco, CA 94107

United States of America

Outside Organization:

Academy of Art Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support the proposed changes by the National Parks Service to further protect the wildlife of the Grand Tetons National Park.

Terry Heffernan

Correspondence ID: 580 Project:48252 Document: 68894

Name: Trimm, Jeremy d

Address: Fairfield, CA 94533

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Jeremy,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that

support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

Name: ray, glynda

Address:

Arlington, TX 76013

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:26:44

Correspondence Type:

Web Form

Correspondence: I support Plan C for the following reasons:

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Maintain the current "footprint" of the road with minor changes;
- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

582 Project: 48252 Document: 68894

Name:

McKelvie, Patricia R

Address:

Denver, CO 80012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:26:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Patricia Mckelvie

Correspondence ID:

584 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

New York, NY 10036

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:27:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

585 Project: 48252 Document: 68894

Name:

Archer, Tracey

Address:

Lincoln, CA 95648

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: When Teddy Roosevelt instituted The National Parks System, He did not intend for the parks to be Prostituted by congress! Currently

to support the areas people camp and fish, the parks are selling Wildlife, water, Trees and fracking not to mention permitting coal factories! Why aren't

these parks funded as they where intended to be? Greed and corruption!

Stop killing and maiming! Stop selling off Park rights to Nestle and Any Fracker who wants to destroy our water table!

Stop crowding and killing the wildlife for greed and profit! Do right by our public lands and stop decimating native species!

Correspondence ID: 587 Project:48252 Document: 68894

Name: Wells, Karena S

Address: Brooklyn, NY 11201

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:27:49

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Karena Wells

Correspondence ID:

588 Project: 48252 Document: 68894

Name:

Sherman, Terry

Address:

San Ramon, CA 94582

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:27:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Terry Sherman

Correspondence ID:

589 Project: 48252 Document: 68894

Name:

Keiser, John L

Address:

New York, NY 10009-6417

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:27:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 590 Project: 48252 Document: 68894

Name: Hayward, Michelle

Address: Kempston, UN MK42 7DP

United Kingdom

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:28:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Yours Sincerely,

Michelle Hayward

Correspond

Name: N/A, N/A

Address:

Dallas, TX 75235

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Save Grand Teton Nation Park

Correspondence ID:

592 Project:48252 Document: 68894

Name:

Ferguson, Cheryl

Address:

Ogden, UT 84404

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:28:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cheryl Fergeson

Ogden, UT

United States

Correspondence ID:

594 Project: 48252 Document: 68894

Name:

Cohn, Barbara

Address:

Carlsbad, CA 92010

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:28:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

595 Project: 48252 Document: 68894

Name:

Wichman, Michael J

Address:

Flagstaff, AZ 86005

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:28:57

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID: 596 Project: 48252 Document: 68894

Name: Hehn, Paul V

Address: Washington, UT 84780

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

The Moose-Wilson Road Corridor is a wonderful resource for visitors and we always make a trip or two through the Corridor whenever we visit Grand

Teton National Park. It is always a wonderful experience and we have often view there. It is a special treat.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Paul Hehn

Correspondence ID:

597 Project: 48252 Document: 68894

Name:

Schmidt, Susan G

Address:

Medina, OH 44256

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:29:17

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan Schmidt

Correspondence ID:

598 Project: 48252 Document: 68894

Name:

Reichert, Robyn L

Address:

Lake Worth, FL 33467

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:29:26

Correspondence Type:

Web Form

Correspondence: supporting "Alternative C," the preferred plan.

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

- Maintain the current "footprint" of the road with minor changes;

- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the

road without incident;

- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID: 600 Project:48252 Document: 68894

Name: Gill, Stephanie n

Address: Austin, TX 78757

United States of America

Outside Organization: 1953 Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: It is our duty to preserve our national parks as part of our heritage as Americans. Our children and our children's children will look to

us to preserve the fantastic natural beauty of our country. Stand firm and do not sell the resources of our parks to the highest bidder!

Correspondence ID:

601 Project:48252 Document: 68894

Name:

Sharee, Donna

Address:

San Francisco, CA 94112

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela, I support "Alternative C," the preferred plan.

Sincerely,

Donna Sharee

Correspondence ID:

603 Project:48252 Document: 68894

Name:

Denniston, Glenda F

Address:

Madison, WI 53705

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vega,

I wish to comment on the planning process for the Moose-Wilson Rd Corridor in the Grand Teton National Park.

I strongly prefer the Park Service's preferred plan, "Alternative C, " as the plan which will be best for this wonderful park and the people who visit it.

Thank you,

Glenda Denniston

Correspondence ID:

605 Project:48252 Document: 68894

Name:

Margolis, David P

Address:

Buffalo Grove, IL 60089

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We must save our national parks from privitization and keep them safe from hunting and degredation. These parks are the gems of our

great nation and a symbol of freedom and democracy. Please do not give our great treasures over to private interests. Our parks, our natural resources, our

great postal service, our public educational system, our roads and highways... all contribute to making this nation great. The reason we are experiencing

funding shortages is due to loss of revenue as the 1% hve transfered most of our nation's wealth to themselves and purchased our government with their

spare change, rewriting our laws and rigging the system in their favor.

It's time to right the wrongs of the last 35 plus years under Reaganism and to restore and protect ALL of our national treasures.

Correspondence ID:

606 Project: 48252 Document: 68894

Name:

Willis, Joanne

Address:

Fort Worth, TX 76244

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I like plan C.

Correspondence ID:

607 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Silver City, NM 88062

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:31:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jan McCreary

Correspondence ID:

609 Project: 48252 Document: 68894

Name:

Gorrin, Eugene

Address:

Union, NJ 07083

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:31:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela:

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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resources for all of us and for future generations.

Thank you for your good work to protect this special place.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

612 Project: 48252 Document: 68894

Name:

Veltkamp, Robert J

Address:

Jupiter, FL 33477

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:31:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert J. Veltkamp

Correspondence ID:

613 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Houston, TX 77007

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:31:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

Sincerely,

Laura

Correspondence ID:

614 Project:48252 Document: 68894

Name:

Oldham, Kevin

Address:

Shirley, NY 11967-2264

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:31:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kevin Oldham

PS: I have plans to visit Grand Teton National Park in Fall 2016.

Correspondence ID:

616 Project:48252 Document: 68894

Name:

byrnes, kelly

Address:

Santa Barbara, CA 93108

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: please support "Alternative C," the preferred plan.

thank you

Correspondence ID: 617 Project:48252 Document: 68894

Name: Donnell, Bruce

Address: Santa Fe, NM 87506

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

For the Moose-Wilson road corridor in Grand Teton Park, I strongly favor Alternative "C".

Sincerely,

Bruce Donnell

Correspondence ID:

618 Project: 48252 Document: 68894

Name:

McDonald, Maureen L

Address:

Los Angeles, CA 90068

United States of America

Outside Organization:

Unaffiliated Individual

Correspondence ID:

619 Project: 48252 Document: 68894

Name:

Breckinridge, Lynn

Address:

Falmouth, ME 04105

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:32:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lynn Breckinridge

Correspondence ID:

620 Project: 48252 Document: 68894

Name:

Fielden, Kari

Address:

St Petersburg, FL 33710

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:32:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kari Fielden

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Gary Rejsek

Correspondence ID:

622 Project: 48252 Document: 68894

Name:

Higgins, Bruce

Address:

Atlanta, GA 30318

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:32:57

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bruce Higgins

Correspondence ID:

624 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Urbana, IL 61801

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:33:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you for your consideration.

J. Beverly

Correspondence ID:

625 Project: 48252 Document: 68894

Name:

Kollbach, Anja

Address:

Menlo Park, CA 94025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:33:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Anja Kollbach

Correspondence ID:

627 Project:48252 Document: 68894

Name:

Miller, Crickett D

Address:

Saint Louis, MO 63117-1906

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a strong supporter of the National Park

System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative

Kind regards,

Crickett Miller

St. Louis, MO

Correspondence ID:

628 Project:48252 Document: 68894

Name:

Reuter, Cedric

Address:

Seattle, WA 98115

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:33:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cedric Reuter

Correspondence ID:

630 Project: 48252 Document: 68894

Name:

Conrad, Lori

Address:

Davis, CA 95618-1613

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:34:12

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

Sincerely,

Lori Conrad

Correspondence ID:

631 Project: 48252 Document: 68894

Name:

Honore, Stephanie

Address:

Kissimmee, FL 34759

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:34:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Stephanie Honore

Correspondence ID: 633 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Kingston, NY 13201

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I am in favor of Alternative "C".

Correspondence ID:

Name: Bradley, DeeAnn

Address:

Hemet, CA 92544-4020

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:35:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you,

DeeAnn

Correspondence ID:

636 Project:48252 Document: 68894

Name:

Chiodo, Tony

Address:

Belfast, ME 04915

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please choose alternative C as your approach to future management.

The well being of wildlife should ALWAYS be the priority in such decisions. Some of the popular parks remind me of amusement parks. Concessions and

visitor facilities need to be scaled back, as well as traffic. Fumes, noise, radio music blaring, and crowds are all detrimental to the natural environment of this

beautiful park.

I am 70 years old and have watched our population double in size. There are way too many of us and our arrogant ways diminish every part of the natural

world we come in contact with.

PRESERVE THIS PARK AS IT SHOULD BE PRESERVED: FOR THE CREATURES THAT HAVE INHABITED IT LONG BEFORE WE CAME ON

THE SCENE.

Thank you.

Correspondence ID:

637 Project: 48252 Document: 68894

Name:

Proud, Donald J

Address:

Ann Arbor, MI 48108

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:35:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor, and I request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that relies on the Moose-Wilson Road Corridor.

Please make protection of wildlife and natural resources your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work toward protecting this special place.

Sincerely,

Correspondence ID:

638 Project:48252 Document: 68894

Name:

Cyzner, Steven

Address:

Austin, TX 78749

United States of America

Outside Organization:

na Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C.he plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Maintain the current "footprint" of the road with minor changes;
- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

641 Project:48252 Document: 68894

Name:

basye, mae

Address:

fuquay varina, NC 27526-8719

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: To address congestion on the historic seven-mile Moose-Wilson Road Corridor, I hope the Park service chooses Alternative C. If put

into effect, the plan would:

- * Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- * Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which probably won't exceed 15 minutes even during the busiest times of the summer;
- * Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- * Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- * Maintain the current "footprint" of the road with only minor changes;
- * Reduce the speed limit from 25 to 20 miles per hour. The addition of "share the road" signs and bicycle-friendly pavement edges will allow cyclists to use the road without incident;

The service should also continue to study and adjust management of the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

642 Project: 48252 Document: 68894

Name:

Church, Terry

Address:

Petaluma, CA 94952

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:36:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Terry Church

Correspondence ID:

644 Project: 48252 Document: 68894

Name:

Welsh-Holder , Jackie

Address:

Fenton , MO 63026

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect our parks.

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[

Correspondence ID:

647 Project:48252 Document: 68894

Name:

YOUNG , DR LIH YOUNG

Address:

Rockville, MD 20854

United States of America

Outside Organization:

DR LIH YOUNG FOR U.S.SENATE COMMITTEE Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management. . I encourage the Park Service to complete an analysis of small-scale park transit options that

could be utilized in the corridor. It is our responsibility to protect these precious resources for all of us and for future generations.

WORK TO BE DONE; SOCIAL JUSTICE IN GREAT DANGER!

(I). Too much rhetoric, false, misleading, unjust manipulation! Meaningless! ☒ Restore JUSTICE -fix "ROBBER-ISM" first; NOT to benefit "MURDER-

FRAUD-CRIME-INJUSTICE NETWORKS" operation.

☒ The most urgent serious problems here and overseas: ROBBERISM"= "MURDER- FRAUD- CRIME-INJUSTICE NETWORKS" operation = bad guy

propaganda to help/benefit/self-promotion among themselves; victimize others = destroying freedom, fairness, democracy, capitalism; continuing, on-

going; expanding; penetrating every segment of our lives, including civic non-profit, women, minorities, churches, nonsense studies, proposals, block

grants, "think tanks", etc.

☒ OPPOSE PUBLIC FINANCE MATCHING SMALL DONORS FUND - falsely named "Fair Election Act", "Government by the People"... whatever. It

is simply "Government by Bad Guys".

☒ OPPOSE: U.S. Supreme Court decisions on Citizen-United, and on McClutcheon on election campaign; Koch Brothers Dark money; super PAC

strategies; BAILOUTS; corporate welfares; non-sense grants.

☒ Promote democracy, fair election, quality, competition, people input (policies, issues, officials, judges); televise public hearings, citizen/candidate

forum/debate; maintain, disseminate meaningful accurate information, records, capability, reasoning, good sense of justice, public interest, endurance.

Objective screening by meaningful rigorous examinations, evaluations for quality, capability, endurance and public interest.

☒ UNJUST killing: not just gun shooting; false imprisonment, rehab, medication, injection, accidents, brutality, freezing, hungry...

☒ Many people are misdiagnosed, hospitalized/ imprisoned as mentally ill, etc.; political prisoners; dissenters; victimized/abused -

resources/properties/benefits (private, public; vet, Medicare, ssa, ...).

☒ Living wage=min. for survival in justice; but never enough in injustice: unlawful traffic tickets, fines, legal fees, other problems.

☒ Agencies, doj, fbi,cia, nsa, dhhs,dot, ...etc. local-federal have no accountability! Lots of problems: waste, abuse, official misconduct.

☒ Urge @WhiteHouse, Congres, officials local-federal to investigate suppression/concealment of public comments/complaints; e.g., on federal solidarity

CMU, DOJ, policing, correction facilities

☒ PREVENT hidden agenda; not to divert taxpayers' resources to benefit "BAD GUYS"; more law/caucus/task force and/or shuffling do not make

government/contractors/churches etc. work better.

☒ Urge to re-open/investigate/prosecute "MURDER- FRAUD- CRIME- INJUSTICE NETWORKS" operation; seizure, destruction; obstruction,

tampering; denial of LIVES/resources/ rights/freedom/reputation; access/use of communication; phone, fax, media; equipment, facilities; computers,

internet, social media; work, documents, files, petition/action sites, voters guides, websites, e.g., DNet (by League of Women Voters, Congress.org);

Congress.org, Vote-Md, Project Vote Smart, media, linksmore.

(II). Restore JUSTICE -fix "ROBBER-ISM" first; NOT benefit "MURDER-FRAUD-CRIME-INJUSTICE NETWORKS" propaganda to help/benefit

themselves; victimize others = destroying freedom, fairness, democracy; continuing, on-going; expanding; penetrating civic non-profit, women, minorities,

churches, nonsense studies, proposals, block grants, think tanks; unjust practices, manipulation, influence; legislation; hidden agenda; false/ misleading

excuses; divert resources for private gains; inc. private-public partnership, development, housing, school, transportation, abandonment of properties, roads

(III). WORK TO BE DONE; SOCIAL JUSTICE IN GREAT DANGER!

PROMOTE FAIRNESS, FREEDOM, JUSTICE, PEACE, HUMANITY, PRODUCTIVITY, WELL-BEING OF GENERAL PUBLIC.

RESOLVE SOCIO- POLITICAL ISSUES, BALANCING BUDGET. OPPOSE SO CALLED "FAIR ELECTION ACT"
PUBLIC FINANCE

MATCHING SMALL DONORS FUND- DO MORE HARM THAN GOOD, RESOURCES BENEFIT "BAD GUYS" AS
USUAL. TASKS: TOP

PRIORITIES: Society in vicious cycles as in need of revolution, we MUST act:

(1). Prosecute, eliminate "MURDER- fraud- crime- injustice networks"= cruel tyranny= robbery
machine = ROBBER- ISM; destroying essences of

democracy, capitalism; continuing, on-going; relaying, penetrating every segment of our lives (inc. civic
non- profit organizations); expanding here

domestically to overseas- foreign countries; with threat, coercion, victimization, deprivation,
discrimination; unjust practices, manipulation, influence; bad

legislative bills; unjust hidden agenda with false/ misleading excuses (inc. private- public partnership,
economic development, housing, school

construction, transportation, abandonment of properties, maintenance of "paper roads", nonsense
grants, programs; ..., whatever) to benefit/ facilitate

"MURDER-fraud- crime- injustice networks" (inc. officials, judges, developers, lawyers, employees, etc.);
expand further unjust operation; endless

unlawful- immoral acts; rob/destroy resources (rights, land, properties, home, buildings, assets,
accounts, income, pension, documents, evidences; public,

private; business, civic, political); frivolous litigation, levies, foreclosures, garnishment, guardianship,
power of attorney; improper processing of

complaints, procedures, proceedings, docketing, bookkeeping, accounting; cause vicious cycles: socio-
political- election-media- budget- legislative-

system problems; civil-human rights backwards; people-slave. Examples of problems are provided
below: **

(2). Restore: principle, fairness, cost-effectiveness, accountability, reliability, capability; fair election,
justice, peace (including civic, non-profit

organizations), "check and balance"; Restore: TRUE essence of democracy, fair election process; easy
access to government, files, records, transcripts; not

unjustly manipulated, influenced, misled by wrong person, information, or "official misconduct-
government gang- fraud- crime- injustice networks" =

serious causes of socio- political - election -media- budget- legislative problems, which destroy people,
families, society, peace, justice, democracy. Based

on merits, justification; NO double standards, improper processing of complaints, procedures,
proceedings; falsification, false records, tampering of

evidence, data; harassment, intimidation (complainant, witnesses); false charges, citation, bond, imprisonment; disparities and improper treatments, etc.;

abuse of laws, power, authorities. (3). Promote democracy, fair election, quality, competition, people input (policies, issues, officials, judges); televise

public hearings, citizen/candidate forum/debate; maintain, disseminate meaningful accurate information, records, capability, reasoning, good sense of

justice, public interest, endurance. Objective screening by meaningful rigorous examinations, evaluations for quality, capability, endurance and public

interest.

* To capture extended serious problems of "MURDER-fraud- crime- injustice networks" with official misconduct- government gang, please incorporate

the following: (A). complaints/ cases: administrative and judicial levels; (B) frequent testimonies before government bodies, official, legislators, law

enforcement, committees, public hearings; local - federal; (C) spin-off complaints, improper processing of complaints, procedures, proceedings,

accounting, bookkeeping, docketing, etc.; (D) Candidate statements, see Webs and archives. Urge to re-open and investigate Congress.org, DNet (by

League of Women Voters), links, etc.; (E) complaints and reports to police, law enforcement, consumer affairs, other authorities/agencies against

"fraud- crime- injustice networks"; (F). Numerous TV programs on social issues (Dr. Lih Young: producer, host, speaker).

(G). Frequent recommendations/petitions to officials, agencies, law enforcement, local - federal; as individuals or with civic organizations. ** EXAMPLES

OF PROBLEMS - "MURDER- FRAUD- CRIME- INJUSTICE NETWORKS"- with official misconduct, government gang- endless unlawful immoral

acts:

(A) : OPM, IRS, DHHS, SSA, DOJ, FBI, DOD, USDA, DOC, USCIS (US citizens/ neutralization services), custom services, various agencies, law

enforcement; 3 branches, local - federal- global; National Park Service (Prettyman?), Library of Congress (Neil Gladd); many financial/brokerage/

accounting/ bill-payment processing/ collection institutions/agencies; insurance, car related businesses, utilities..., more; dealers Lakeforest Oldsmobile;

phone/utilities/cable, judges, legal/court personnel, detective/ process server/ impersonators, with phony names, or would not provide names even in the

court cases (Complainant could not get access to court files; could not even make copies); Leslie Gradet, Tamera Jones, William D Roessler; Offices of

Treasury, Comptroller, Attorney General: Joel Jacob/Jacobson, Gail Malle-Davis, Sylvia J. Brokos, Mary Hawse, Linda Tanton, Gerald Langbaum, John

Barry, Pamela Porter, Leo F. Partridge, Mark Vulcan, Jamis Riley, James Britt, Audrey Thomas, Jeanne Lippy, Jesse Rosenburger, Ralph Lepson;

transcribers Margaret Bauer, Senators: Walter Baker, Barbara Hoffman, Thomas Middleton, Trooper: Marty Sealey, Vincent Mass, State Election Board

Ross Goldstein; Maryland DOEd Susan Page, Barbara Smith(?), SSA employees and supervisors (especially in Rockville, Md), and Bullivant (?), probably

in N. J.; or other states). Lobbyists/ municipal attorneys/lawyers/affiliates, Paul Glasgow, David Venable, Joseph Stoltz, Jr., Barry Gordon, Stephen

Perouka, David Steinberg, Wolpoff & Abramson, Richard D. Mirsky, Poppleton, Garrett & Polott, P.C., accountant Hilda K. Matijevic; Marc Sliffman

(Silver Spring, Wheaton area), Samuel White and his law firm and lawyers Shawn Bartley, Daniel Pesachowitz, Laura Jolly (phony person, named as

"substitute trustee", but can never be found or contacted even through official agencies); many court personnel and judges (District Court - Court of Special

Appeals). Court Auditor Robert Romero. State, county health services organizations/ agencies, Department of Health and Human Services, Montgomery

County Crisis Center, Jean Burgess (white, female), Marsha Aaron; Department of Aging; Adult Protective Services, Sherry Davis, Suzanne Lord (?),

Odick Esq., Bonnie Klem, etc.; Suburban Hospital, physicians, emergency staff; social worker Jody Crecensi (?), case manager Patricia Grafferty (?),

Robert Rothstein, M. D. (?), Tipp Woodward; Manor- Care in Potomac Maryland: Cheryl Paulson (?), administrator) and nurses, etc.; forensic services,

Maryland Department of Health and Mental Hygiene: Jolie Smith; numerous psychologists, psychiatrists, social workers, etc.: Potomac Ridge Steven

Israel, Collin, Gabriel (?); social worker Tracy Lewit; Springfield Hospital Center: forensic services, Kevin Knight, Dr. Valadez (refused to give full name,

despite repeated requests); Carla Craville, Françoise Reynolds, Roxanne Heyman, Amy True; Judges James Sasfield, Gary Crawford, Cheryl McCally, etc.,

prosecutors/government attorneys, e.g., John McCarthy, Nunylny (?), Peter Mitchell (Montgomery County Office of Human Rights); District Court

Commission (Rockville, Md) M. Dickerson; Court Personnel T.M. (only initials, no full name available); many judges, clerk of the courts (Jeffrey Ward,

Loretta Knight, Bettie Skelton, Molly Rhul, etc.), other court personnel, various counties, states; local - federal; law enforcement, FBI; police e.g., in

Rockville, Md. Sgt. Cowell (first name not available), C.P. Sadleson; officer Davis (MCPD); Denis Lewis (Baltimore County); sheriff: R. Lewis (Female,

White, Montgomery County Md.), K. Naff (white, male, Montgomery County, Md); fire and rescues (abuse, even no fire; conspiracy).

(B) : The problems are interrelated horizontally and vertically, among all issues, local- global. Clerks of the Circuit Court (Montgomery County, Md.)

Loretta Knight, Bettie Skelton, Molly Rhul; District Court Clerk Jeffrey Ward, Administrative Judge Cornelius Vaughey, Sheriff Elliot Tolbert, etc.

government attorney John McCarthy, Kristen Bender, court personnel, attorneys (public, private), law enforcement (FBI, sheriff, police, fire/rescue, etc.,

contractors) are part of the "fraud- crime- networks: with spying, surveillance, harassment, unlawful search, stealing, robbery, injuries; false arrest,

imprisonment, citation, trespass, testimony; withholding witnesses; destroy information, documents, evidence, etc.

(C). False/ unjust/ frivolous levies, liens, garnishment, guardianship, power of attorneys, foreclosure, tenant-hold-over- eviction, etc. Thousands of cases

are pending in the court systems for years or even decades; believed to be filed by "fraud- crime- networks" to victimize people; without due process,

proper services, proceedings; cause homelessness, poverty; not because of the problems of homeowners/citizens, but because of unjust judicial/court/legal

personnel, court auditor Robert Romero as part of "official misconduct- government gang- fraud- crime- injustice networks". Judges (unjust, irresponsible,

judicially disabled) include Warren Donohue, John Debelius, Durk Thumpson, Ann Harrington, Louise Scrivener, Lawrence De Beard, Eric Johnson,

James McKenna; District Judge Gary Everngam, Judge Gary Crawford; court personnel/ sheriff, attorneys, affiliated law firms; Sheriffs Earnest Turner, R.

Lewis, K. Naff, etc.

(E). Problems of privatization, irresponsibility, disabilities of government attorneys and judicial/legal/court personnel are very serious, expanding, local-

nationwide- global; exporting injustice overseas; Rockville city, Montgomery County, Maryland state;
New Jersey Monmouth County, Judge Robert

McLeod (private attorney), Judge Patricia Bueno Cleary, Prosecutor (private attorney) Patrick Healy,
police David D'Arcy.

(F) Other people committed, conspired with police and fraud- crime- networks: Private attorneys:
Robert McCarthy (Bethesda, Md.), Olivia Cammack

(Silver Spring, Md.), David Slacker (Bethesda Md.); Ria Rochvarg (assigned as legal assistance provider to
certain counties by Md. Department of Health

and Mental Highgiene, but she went around the state for various abuses with Sherry Davis, Police Davis,
etc. attorneys (public and private), Timonthy

Adelman, Esq., (?) and law firms Adelman, Sheff and Smith(? in Annapolis, Md), Robert McCarthy,
Suburban Hospital, etc. Landlord/ landladies e.g.,

Jiewen Tan (Rockville, Md.) and Chia Yao (Gaithersburg, Md.) had been unjustly influenced/ conspired.

(G). MURDER-FRAUD- CRIME- INJUSTICE NETWORKS inc. Montgomery County Council, Md, Nancy
Floreen, Roger Berliner, Valerie Ervin;

Sonya E. Healy, Esq. Legal counsel/Chief of staff (any relation to Patrick Healy, esq. in New Jersey??),
Jackie Steward, council hearing

coordinators/substitute; Md General Assembly, Jamie Raskin; U. S. Congress, Senate, legal staff;
American U, administrative staff, security guard, students

(4801 Massachusetts Ave., NW, DC); Catholic U; US Institute of Peace, conference organizers/ speakers.

Correspondence ID:

648 Project:48252 Document: 68894

Name:

Hanson, Annette

Address:

Boise, ID 83712

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:36:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I love visiting the Grand Tetons. Even from a distance they are spectacular. I am writing regarding the Moose-Wilson Road Corridor planning process at

Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the

Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Annette Hanson

Correspondence ID:

650 Project: 48252 Document: 68894

Name:

Camp, Mike D

Address:

Edmonton, UN T6M 0G2

Canada

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:36:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mike Camp

Correspondence ID:

651 Project:48252 Document: 68894

Name:

Sullivan, Edward

Address:

San Francisco, CA 941116

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:37:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

653 Project: 48252 Document: 68894

Name:

Swartzel, Paul

Address:

Dubuque, IA 52001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:37:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Paul Swartzel

I request that you choose Alternative C as your approach to future management. Thank you for your good work to protect this special place.

Correspondence ID:

655 Project:48252 Document: 68894

Name:

McGill , Bonnie

Address:

Conneaut Lake, PA 16316

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:38:25

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

I am thrilled to see wildlife in the wild and I hope a way is found to enhance this experience for all.

Sincerely,

Bonnie McGill

Correspondence ID:

658 Project: 48252 Document: 68894

Name:

Smith, April

Address:

Flagstaff, AZ 86002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please consider Option C as the most viable approach to congestion on the Moose-Wilson route.

I think C will:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

I think Moose-Wilson traffic should be cut to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Park Service should extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new

parking area;

Nat'l Park Service should continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Please maintain the current "footprint" of the road with minor changes;and also reduce the speed limit to 20 miles per hour, add "share the road" signs, and

create bicycle-friendly pavement edges so cyclists can leave the road without incident;

All share holders should continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

I did my archaeology field work at MEVE prior to shuttle ops and worked interp there post shuttle. Shuttle really worked, cutting accidents and

emergencies to almost zero. Almost. Please consider a shuttle system. Shuttles also reduce smelly exhaust. Thanks for listening.

April Smith

Correspondence ID:

660 Project:48252 Document: 68894

Name:

McGeary, Mary

Address:

New York, NY 11201

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: To: Grand Teton Superintendent David Vela

RE: The seven-mile Moose-Wilson Road Corridor in Grand Teton National Park

I support "Alternative C," the preferred plan.

Dear Superintendent Vela:

I am aligned with NPCA in supporting "Alternative C," the preferred plan with regard to the seven-mile Moose-Wilson Road Corridor in Grand Teton

National Park.

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;

- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

- Maintain the current "footprint" of the road with minor changes;

- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I hope the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle

system.

Thank you for your time.

Sincerely,

Mary McGeary

Brooklyn, NY

Correspondence ID:

661 Project: 48252 Document: 68894

Name:

Shumaker, H. Dennis

Address:

Marietta, PA 17547

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and I hereby request that you choose it as your future management approach.

Increased vehicle traffic on the Moose-Wilson Road Corridor has threatened the visitor experience and is having a negative effect on wildlife that rely on it.

Please protect wildlife and natural resources as your top priority, while adopting a plan that allows properly limited numbers of visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States. It is our responsibility to protect these precious

resources for all of us today, the animals that call the park "home" and for future generations of flora and fauna. Thank you for your good work to protect

this special place.

Sincerely,

Correspondence ID:

663 Project: 48252 Document: 68894

Name:

Driessen, Lynn

Address:

Appleton, WI 54915

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:39:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lynn Driessen

Correspondence ID:

664 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

New Albany, IN 47150

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:39:48

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

666 Project: 48252 Document: 68894

Name:

Sakata, Cynthia C

Address:

Amelia Island, FL 32034-5740

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. Having lived in Montana for a portion of my life I

know first hand how important our National Parks and their management are.

Additionally, as a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road

Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cynthia C Sakata

Correspondence ID:

667 Project:48252 Document: 68894

Name:

Phillips, Judith

Address:

NYC, NY 10128

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I walked with a friend and my family through the trails of this lovely park and we attended his wedding held in a tent on nearby

grounds.

It must be saved for all the animals of the future...Human and the rest of the creatures in the wild.

Correspondence ID:

669 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Madison, WI 53704

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I prefer the selection of the National Parks choice of option "C" as safer for animals and visitors to the park. Anything less will lead to

traffic jams, overuse of car/truck/bus horns and potential injury to wildlife. It is much less like nature

to have motor vehicles moving about in nature than having individuals and families walk or bike through the wilds of a National Park !

Correspondence ID:

671 Project:48252 Document: 68894

Name:

Mee, William H

Address:

Santa Fe, NM 87507

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:40:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, I first went there in 1963 at age 5, and it is our

responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

William H. Mee, Jr.

Correspondence ID: 672 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Clinton, MI 49236

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:40:56

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nicki Cogar

Correspondence ID:

Name:

Rohde, Janet

Address:

Northbrook, IL 60062

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please pick Alternative C. This is the favored choice of both the Park Service and the National Park Conservation Association. I am

not in a position to know more than these 2 groups, so I am writing, primarily, to be sure you know that I care about the future of this magnificent park.

I visited Grand Tetons Nat'l Park many years ago with my family. It certainly ranks as one of the most beautiful and inspiring places I've ever seen. Please

protect this park for future generations.

Thank you.

Correspondence ID:

674 Project:48252 Document: 68894

Name:

Koessel, Karl T

Address:

Mckinleyville, CA 95519

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:41:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Karl Koessel

Correspondence ID:

676 Project: 48252 Document: 68894

Name:

Shalat, Harriet

Address:

Forest Hills, NY 11375

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:41:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

678 Project:48252 Document: 68894

Name:

Bray, Brent T

Address:

Pflugerville, TX 78660-2318

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:41:49

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Brent Bray

Correspondence ID:

679 Project: 48252 Document: 68894

Name:

Mundhenk, Norm

Address:

Poulsbo, WA 98370

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. I believe the Park Service's preferred plan,

"Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic is not working well.

The preferred plan is the right choice, but still more could be done. I encourage the Park Service to complete an analysis of small-scale park transit options

that could be utilized in the corridor.

It is our responsibility to protect the precious resources of Grand Teton National Park for those of us who can enjoy them now and for future generations.

Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

681 Project:48252 Document: 68894

Name:

Pinard, Zac J

Address:

Corvallis , OR 97331

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Protect the corridor!

Correspondence ID:

682

Project:

48252

Document:

68894

Name:

N/A, N/A

Address: Central , SC 29630-9065

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:42:44

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Barb Bittenbinder

Correspondence ID:

Name: Olmsted, Charles E

Address:

Greeley, CO 80634

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-

Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and

enjoy the corridor.

Correspondence ID:

684 Project: 48252 Document: 68894

Name:

Andrews, Marcia

Address:

Willits, CA 95490

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

I have not had the opportunity to visit the Grand Tetons yet, but it's on my bucket list, and I would love to see lots of happy, healthy, wild animals while

I'm there!

Sincerely,

Correspondence ID:

686 Project:48252 Document: 68894

Name:

Judge, Patrick R

Address:

New Orleans, LA 70118

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:43:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

-Patrick Judge

Correspondence ID:

687 Project:48252 Document: 68894

Name:

Lawrence, Robert

Address:

San Francisco, CA 94118

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:43:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations.

Thank you for your good work to protect this special place.

Sincerely,

Robert Lawrence

Correspondence ID:

688

Project:

48252

Document:

68894

Name:

Urton, S.

Address: Moscow, PA 18444

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:43:17

Correspondence Type: Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

Name: shanks, George W

Address:

St Michael, MN 55376

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:43:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

George shanks

Correspondence ID:

690 Project:48252 Document: 68894

Name:

Alesso, Regina

Address:

Weston, FL 33331

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:43:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Regina Alesso

Sincerely,

Farley Bartelmes

Correspondence ID:

693 Project:48252 Document: 68894

Name:

Scott, Dorinda

Address:

Austin, TX 78704

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:43:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dorinda Scott

Correspondence ID:

695 Project: 48252 Document: 68894

Name:

Fisher, Sharon K

Address:

Shoreline, WA 98177

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:43:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sharon and Rick Fisher

Correspondence ID:

696 Project:48252 Document: 68894

Name:

Castaneda, Jamie

Address:

Sierra Madre, CA 91024

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:44:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jamie Castaneda

Correspondence ID:

698 Project: 48252 Document: 68894

Name:

Bechtel, Paul

Address:

Redlands, CA 92373

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:44:16

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Paul Bechtel

Correspondence ID:

700 Project:48252 Document: 68894

Name:

Rigney, J

Address:

Newton, NJ 07860

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: To Grand Teton Superintendent David Vela:

I am writing to voice my strong support for "Alternative C," the preferred plan.

That plan will:

1. Protect grizzly bears, moose, wolves and other wildlife better; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road.

2. Limit Moose-Wilson corridor access to 200 cars during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside

the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer.

3. Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area.

4. Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing.

5. Maintain the current "footprint" of the road with minor changes.

6. Reduce the speed limit from 25 miles to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident.

7. Continue to study and adjust management in the corridor over time, based on new peer-reviewed science.

In addition to the preferred plan, I ask that the Park Service study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

701 Project: 48252 Document: 68894

Name:

Lo, Jen

Address:

Pittsburgh, PA 15212

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:45:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you.

Correspondence ID:

702 Project: 48252 Document: 68894

Name:

burger, nancy

Address:

Haverhill, MA 01832

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please put the priority on the welfare of the animals, people should come second.

Correspondence ID: 704 Project: 48252 Document: 68894

Name: Richardson, James A

Address: Concord, MA 01742

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:45:41

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

James Richardson

Correspondence ID:

Name: Pappas, Robin

Address:

Pocono Manor, PA 18349

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

It is important that we work to preserve nature and all worldly inhabitants - we are part of the web of life but it behooves us to respect the rest of life on this planet - including our friends the moose.

Correspondence ID:

706 Project: 48252 Document: 68894

Name:

Livingston, Deborah L

Address:

Austin, TX 78757

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:45:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Deborah Livingston

Correspondence ID:

708 Project: 48252 Document: 68894

Name:

Espeseth, Marla P

Address:

Chicago, IL 60618

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:45:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a strong supporter of the National Park

System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and respectfully request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States including me and my family, and it is our

responsibility to protect these precious resources for all of us and for future generations. Thank you very much for your good work to protect this special

place.

Sincerely,

Marla Espeseth

Correspondence ID:

710 Project: 48252 Document: 68894

Name:

N/A, Pam

Address:

Houston, TX 77045-3525

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:46:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

711 Project: 48252 Document: 68894

Name:

Davis, Liz

Address:

Brevard, NC 28712

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:46:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you,

Liz Davis

Correspondence ID:

713 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Seattle, WA 98102

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:46:30

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Kind regards.

Correspondence ID:

714 Project:48252 Document: 68894

Name:

Steiker, Gene

Address:

Caldwell, NJ 07006

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:46:30

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Gene Steiker

Correspondence ID:

715 Project: 48252 Document: 68894

Name:

Robinson, Sam

Address:

Waunakee, WI 53597

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:46:40

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sam Robinson, Waunakee, WI

Correspondence ID: 717 Project:48252 Document: 68894

Name: Naylor, Alan H

Address: Boston, MA 02118

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:46:59

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

I have visited Grand Teton in the past. It is a national park cherished by both the residents of Wyoming and people across the United States. It is our responsibility to protect it for visitors to continue to enjoy as well as preserve it for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alan H. Naylor

Correspondence ID:

Name: Benjamin, Frank

Address:

Las Vegas, NV 89156-4739

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support any corridor that enhances the welfare of all wildlife. Would also ask that visitor behavior be more addressed including

installation of video cams or even the parking of all vehicles and having to board NPS tour buses. Please insure me this will be no hunting and no trapping

zone.

Correspondence ID:

719 Project: 48252 Document: 68894

Name:

Mottl, Robb C

Address:

Salt Lake City, UT 84103

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:47:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Robb C Mottl

Correspondence ID:

721 Project: 48252 Document: 68894

Name:

Hauenstein, Cathleen

Address:

Apple Valley, MN 55124

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

We have been down that road many times, in both summer and winter, and the experience has always been rewarding. We want to make sure that our

children and their families will always have that same quality experience and be able to encounter wildlife safely, and be able to expose themselves to the

nature-rich exposure of the back road.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

722 Project:48252 Document: 68894

Name:

Morello, Phyl

Address:

White Pine, TN 37890

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: When will you seriously protect our national parks & national forests & public lands?

All wildlife in these areas are constantly threatened by man & businesses that want to take over & destroy these wildlife lands.

Regarding the Moose-Wilson Corridor, please go with alternative C. Limiting vehicle traffic during summer months is a must to safeguard the wildlife.

Keep the current "footprint", & 20MPH speed limit. Bicycle-friendly roads must be implemented, also. The unauthorized vehicle pull-offs need to be replaced w/parking areas.

Please help keep all our national parks, lands & forests PROTECTED. Help keep wilderness & wildlife viable.

Correspondence ID:

725 Project: 48252 Document: 68894

Name:

Connor, Thomas V

Address:

Walkill, NY 12589

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear superintendent Vela,

Regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park, I urge you to choose Alternative Preferred Plan C. I believe

this option best protects this priceless wonder as a good step forward which could be even more protected for future generations if the US Park Service

could complete an analysis of small-scale park transit options in the future.

Thank you for the vital work you and your fellow Employees do each and every day for all Americans. God bless all your work.

Correspondence ID: 726 Project: 48252 Document: 68894

Name: Greene, Lucinda M

Address: Harrison Valley, PA 16927-1209

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please support this plan that protects visitors' access to the spectacular wildlife and scenery of this park while preserving these

precious assets for future generations to experience.

Correspondence ID:

Name:

Lujan, Judy

Address:

Hill AFB, UT 84056

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:48:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Judy Lujan

Correspondence ID:

728 Project: 48252 Document: 68894

Name:

Cecil, Emily

Address:

Berrien Springs, MI 49103

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:48:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mrs. Emily Cecil

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Deborah Hirsh

Correspondence ID:

731 Project: 48252 Document: 68894

Name:

McKeever, Mary A

Address:

Cincinnati, OH 45231

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:48:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mary McKeever

Correspondence ID: 732 Project: 48252 Document: 68894

Name: Epstein, Kelly

Address: Spring, TX 77379

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:48:46

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kelly Epstein

Correspond

Name: Bailey, Larry

Address:

Redding, CA 96099

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support NPCA's recommendation 'Alternative C'.

Thank you for your consideration.

Correspondence ID:

734 Project:48252 Document: 68894

Name:

Handelsman, Robert

Address:

Evanston, IL 60201

United States of America

Outside Organization:

Sierra Club Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:49:07

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert Handelsman

Correspondence ID:

736 Project: 48252 Document: 68894

Name:

Houston, Meghan

Address:

Lehigh Acres, FL 33936

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:49:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Meghan Houston

Correspondence ID:

737 Project: 48252 Document: 68894

Name:

Johanson, Arne

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The top priority for Teton Park needs to be the protection of those qualities that make it special. Views, habitats, wildlife and solitude

are some of these. While access is important for people to be able to enjoy the place it is also important to not love the place to death.

Turning the Moose-Wilson road into a regular traffic route has no place within the Park. While the road is admittedly a convenience for me, convenience is

not a worthy tradeoff for a national treasure. Convenience is a strong motivator for overuse of the road. I am even guilty of taking the road out of

convenience.

I am in favor of closing the road for through vehicle traffic. Let hikers and bicycles travel through. For the rest close it at a trailhead or center. Alternately

provide shuttle buses. Either way prevent through traffic. I realize that doing so will bring more traffic near my house on the way to Spring Gulch.

I also aware that closing the Moose-Wilson road to through traffic is not in itself a traffic solution. But it may just force a regional traffic study and an

ultimate solution. It is important to keep in mind that the regional traffic plan is not a National Park priority.

Correspondence ID:

740 Project: 48252 Document: 68894

Name:

Bonnett, Gary B

Address:

Rockville, MD 20854

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:49:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Gary Bonnett

Correspondence ID:

741 Project: 48252 Document: 68894

Name:

Brown, Tom

Address:

Marshall, IL 62441

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:50:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tom Brown

Correspondence ID:

742 Project: 48252 Document: 68894

Name:

Langham, Sheri B

Address:

Arlington, VA 22201

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:50:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sheri Langham

Correspondence ID:

744 Project: 48252 Document: 68894

Name:

Oldani, Julie L

Address:

St Louis, MO 63109

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:50:41

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Julie Oldani

Correspondence ID:

746 Project: 48252 Document: 68894

Name:

Roach, Jean

Address:

Pelican Lake, WI 54463

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

My husband and I had the rare privilege of visiting Grant Teton National Park this past May. It's beauty and abundance of wildlife make it a treasure to be protected and also enjoyed by visitors.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Jean and Joe Roach

Correspondence ID:

748 Project: 48252 Document: 68894

Name:

Bauman, Joan-Marie

Address:

Monticello, NY 12701-4852

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

My husband and I truly value our National Parks. We have visited, camped and enjoyed many of them across the country.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Joan-Marie Bauman

Correspondence ID:

749 Project:48252 Document: 68894

Name:

Carow, David A

Address:

Porter Ranch, CA 91326

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Stop destroying our parks. There's other ways to make money

Correspondence ID:

750 Project:48252 Document: 68894

Name:

Beeler, Kim

Address:

Lake Oswego, OR 97034

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:51:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kimberly Beeler

Correspondence ID:

752 Project: 48252 Document: 68894

Name:

Cattell, June

Address:

West Columbia, SC 29169

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:51:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence Type:

Web Form

Correspondence: Please do whatever possible to preserve the integrity of the wildlife on this road. My husband and I will never forget when we visited

one year and saw a moose licking the salt on the road. We were lucky enough to observe it for several minutes as it went along it's business. It was so quiet

and peaceful when we were there, and it was in mid-summer so perhaps we got lucky. After a few minutes about 3-4 other cars joined us but it was nothing

like a traffic jam. I'm hoping that we will be able to bring our two young sons there someday, and hope they will be as lucky as we were. We would be glad

to "wait in line" to get back on the road if that means preserving what we were fortunate enough to witness that day.

Correspondence ID:

755 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Wisconsin Rapids, WI 54494

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:51:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dameta Robinson

Correspondence ID:

757 Project: 48252 Document: 68894

Name:

Reeve, Sharon

Address:

La Mesa, CA 91941-5402

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:52:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sharon Reeve

Correspondence ID:

758 Project:48252 Document: 68894

Name:

Pennell, Joyce

Address:

San Mateo, CA 94402

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:52:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID: 760 Project: 48252 Document: 68894

Name: Orcholski, Gerald

Address: Pasadena, CA 91104

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 15:52:38

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Gerald Orcholski

Correspondence ID:

761 Project:48252 Document: 68894

Name:

Baker, P.

Address:

NY, NY 10128

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:52:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

762 Project: 48252 Document: 68894

Name:

Florance, Jeannine L

Address:

Bend, OR 97702

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support option C for your plans. It is highly important that we protect animals.

Correspondence ID:

765 Project: 48252 Document: 68894

Name:

Roessler, Leslie

Address:

Bethlehem, PA 18017

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: As a family planning a long-awaited trip out West next summer, we are happy to have the chance to weigh in on the Moose-Wilson

Road Corridor planning process at Grand Teton National Park. As supporters of the national park system, we believe the Park Service's preferred plan,

"Alternative C," best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

While we are thrilled to have access to America's great national parks, it is vitally important that the experience provides us with the opportunity to enjoy

nature as minimally impacted by human beings as possible. Increased vehicle traffic has diminished the visitor experience and is having a negative effect

on wildlife that rely on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that

allows visitors to continue to use and enjoy the corridor. This will both enhance the visitor experience and provide for the creatures that call the area home.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. We encourage

the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

We are so lucky in this country that our forefathers saw the value in creating the national park system, and that its administrators continue that tradition by

enacting policies which encourage people to visit but still preserve the wild nature of the parks as much as possible. Grand Teton is a gift cherished by both

the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious resources for all of us and for future

generations. Thank you for your good work to protect this special place.

Correspondence ID:

766 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Philomath, OR 97370

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:53:38

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Melanie Feder

Correspondence ID:

768 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Albany, NY 12203

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:54:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sara Hart

Correspondence ID:

770 Project:48252 Document: 68894

Name:

Bridges, Beth M

Address:

St. Petersburg, FL 33701

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:54:42

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Beth Bridges

Correspondence ID:

771 Project: 48252 Document: 68894

Name:

Stahr, Jonel

Address:

Seattle, WA 98136

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:55:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jonel Stahr

Correspondence ID:

773 Project: 48252 Document: 68894

Name:

Person, Wayne

Address:

Mount Laurel, NJ 08054

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:55:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Wayne Person

Correspondence ID: 774

Project:

48252

Document:

68894

Name: Bell, David

Address:

Lago Vista, TX 78645-6117

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:55:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

David Bell

Correspondence ID:

775 Project:48252 Document: 68894

Name:

Allen, Julia N

Address:

Seattle, WA 98199

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:56:01

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robin Reinhart

Correspondence ID:

777 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Montpelier, OH 43543

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please implement plan alternative C for the wild life corridor in Teton National Park, thank you.

Correspondence ID:

780 Project: 48252 Document: 68894

Name:

Hunnicut, Joan E

Address:

Citrus Heights, CA 95621

United States of America

Outside Organization:

Affordable World Travel Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We should do everything humanly possible to preserve our state and national parks and the flora and fauna therein.

Less war, more preservation.

Correspondence ID:

781 Project: 48252 Document: 68894

Name:

Norbury, Christopher

Address:

Owatonna, MN 55060

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:57:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Chris Norbury

Correspondence ID:

782 Project: 48252 Document: 68894

Name:

Kautz, Katherine M

Address:

Northglenn, CO 80233-2284

United States of America

Outside Organization:

National Parks Conservation Association Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Our National Parks are the last heritage we have left of our country as it originally was. We must protect each and every one so

generations coming after us will be able to enjoy the wilderness. There is nothing like hiking and camping and fishing in the peace and quiet of these

wonderful places.

Correspondence ID:

784 Project:48252 Document: 68894

Name:

Gergat, jim

Address:

Bechtelsville, PA 19505

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 15:57:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, Alternative C, best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Keep the frackers and oilmen out of the park.

Sincerely,

James E. Gergat

Sincerely,

Sandra Doney

Correspondence ID:

786 Project: 48252 Document: 68894

Name:

Chemai, Beverly

Address:

Germantown, MD 20874

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Beverly,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves, and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Beverly Chemai

Correspondence ID:

788 Project:48252 Document: 68894

Name:

Ouellette, Tracy J

Address:

Edison, WA 98232

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:58:38

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Tracy Ouellette

Correspondence ID:

789 Project:48252 Document: 68894

Name:

misner, patricia a

Address:

Cannon Beach, OR 97110

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please choose "Alternative C" as the new plan for the Moose-Wilson Road Corridor for the Grand Teton National Park

Correspondence ID:

791 Project: 48252 Document: 68894

Name:

Maness, Celia A

Address:

Ballwin, MO 63021

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence: Sounds good.

Correspondence ID:

792 Project:48252 Document: 68894

Name:

Luhrmann, Dave A

Address:

Bundaberg South, UN 4670

Australia

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:59:18

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Dave Luhrmann

Correspondence ID:

793 Project: 48252 Document: 68894

Name:

Lafleur, Steven

Address:

Alexandria, LA 71301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 15:59:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Steven Lafleur

Alexandria, La.

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mary O'Neill Berry

Correspondence ID:

796 Project: 48252 Document: 68894

Name:

Van Leekwijck, Natalie

Address:

Deurne, UN 2100

Belgium

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:00:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Natalie Van Leekwijck

Correspondence ID:

797 Project: 48252 Document: 68894

Name:

Gambriel, John

Address:

Belair, MD 20722-2277

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:00:15

Correspondence Type:

Web Form

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John Gambriel

Correspondence ID:

798 Project: 48252 Document: 68894

Name:

Bongiorno, Joseph

Address:

Valley Stream, NY 11580

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:00:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joe Bongiorno

Correspondence ID: 799 Project: 48252 Document: 68894

Name: Reid, Lucia A

Address: Sarasota, FL 34237

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:00:34

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

The Moose-Wilson Road Corridor planning process at Grand Teton National Park is an exciting project. I am an avid supporter of the National Park

System and believe the Park Service's preferred plan, "Alternative C", offers the best protection via the Moose-Wilson Road Corridor. PLEASE - choose

Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you,

Lucia Reid

Correspond

Name: schuster , rudolph m

Address:

Deming,, WA 98244

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The proposals in 'Article C' are reasonable and common sense.

Correspondence ID:

802 Project: 48252 Document: 68894

Name:

Ridder, Lynette

Address:

Concord, CA 94521

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:01:09

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

803 Project: 48252 Document: 68894

Name:

Calmes, Ariel

Address:

Evanston, WY 82930

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. I am a third generation Wyomingite and Grand

Teton National Park is a treasured place for me. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C",

best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor. I love

to visit Grand Teton National Park because of the wildlife viewing it offers, but I do not want to see even a single animal hit by a vehicle. There is no

reason to lose wildlife to motor vehicles. We must protect the wildlife inside the park.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. We must protect the wildlife, because if we do

not, who will?

Grand Teton is a gift cherished by both the residents of Wyoming, like myself, and people across the United States, and it is our responsibility to protect

these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ariel Calmes

Correspondence ID:

804 Project: 48252 Document: 68894

Name:

Leyrer, N/A

Address:

Seattle, WA 98109-3528

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:01:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Bill Leyrer

Correspondence ID:

806 Project: 48252 Document: 68894

Name:

Anderson, Judith

Address:

Long Beach, CA 90807-4209

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:02:16

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Judith S Anderson

Correspondence ID:

807 Project:48252 Document: 68894

Name:

Swinyer, Bruce P

Address:

Bakersfield, CA 93312

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The National Park System was established to protect scenery/landscapes in addition to wildlife, historical sites and relics. It is the

responsibility of Congress and the park service to make these elements readily available to the public in a safe environment for the public/people as well as

the wildlife. Please continue this purpose with the resolve that stimulated this initial purpose in mind.

Thank you,

Bruce P. Swinyer, M.D.

Correspondence ID:

809 Project: 48252 Document: 68894

Name:

Wald, Aloysius

Address:

Columbus, OH 43214

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:02:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Aloysius Wald

Correspondence ID:

811 Project:48252 Document: 68894

Name:

Walters, Judy

Address:

Poughkeepsie, NY 12601

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:02:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Judy Walters

Correspondence ID: 813 Project: 48252 Document: 68894

Name: Burns, Cecilia

Address: Aurora, CO 80013

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:03:47

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cecilia Burns

Correspondence ID:

814 Project: 48252 Document: 68894

Name:

Zerzan, Paula A

Address:

Sonoma, CA 95476-7250

United States of America

Outside Organization:

NA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 16:03:54

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Paula Zerzan

Correspondence ID:

815 Project:48252 Document: 68894

Name:

Beavers, Leigh-Anne

Address:

Cathedral City, CA 92235-1747

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:03:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Leigh-Anne Beavers

Correspondence ID:

817 Project:48252 Document: 68894

Name:

Tackett, Kenneth

Address:

Oakland Park, FL 33334

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:04:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kenneth Tackett

Correspondence ID:

819 Project: 48252 Document: 68894

Name:

Willner, Dina

Address:

Mahwah, NJ 07430-2022

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I believe that the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence: Related to National Park Service options for the Moose-Wilson Road Corridor, I strongly prefer "Alternative C," so I hope the Park

Service agrees with me.

Correspondence ID:

822 Project: 48252 Document: 68894

Name:

Rutkowski, Robert E

Address:

Topeka, KS 66605-2086

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Grand Teton Superintendent Vela

<https://parkplanning.nps.gov/commentForm.cfm?documentID=68894>

Re: Support "Alternative C," the preferred plan/

GRTE Moose-Wilson Draft EIS

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Yours sincerely,

Robert E. Rutkowski

2527 Faxon Ct

Topeka, KS 66605-2086

Correspondence ID:

823 Project: 48252 Document: 68894

Name:

Burnash, George

Address:

Rancho Cordova, CA 95670

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Save the park.

Correspondence ID:

824 Project: 48252 Document: 68894

Name:

Ucko, Aaron

Address:

Rockville, MD 20850

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:05:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Aaron M. Ucko

Correspondence ID:

826 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Gulf Breeze, FL 32563

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:06:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Paul Groh

Correspondence ID:

827 Project:48252 Document: 68894

Name:

Richey, Paul L

Address:

Pittsburgh, PA 15217

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We should hold harmless all creatures in public lands. We are losing the battle to respect wildlife as exemplified by beef cattle owners' killing of wolves. I ask that we STOP all such acts and preserve the remaining balance of nature on earth.

Correspondence ID:

829 Project:48252 Document: 68894

Name:

Hayworth, Steven

Address:

Ypsilanti, MI 48197

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Correspondence ID:

831 Project: 48252 Document: 68894

Name:

Brandt, Vicky

Address:

New York, NY 10011

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:06:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela:

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

prefer the Park Service's "Alternative C" as the one that best protects the Moose-Wilson Road Corridor.

Increased vehicle traffic has severely diminished the visitor experience and is having a deleterious effect on wildlife that rely on the Moose-Wilson Road

Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

V. Brandt

Correspondence ID:

832 Project:48252 Document: 68894

Name:

Beck, Kim

Address:

Kanab, UT 84741

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing to support the Park Service's preferred plan, "Alternative C", to best protect the Moose-Wilson Road Corridor and

request that you choose Alternative C as your approach to future management.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor. When I

visited Grand Teton NP last year, Moose-Wilson Road was the ONLY place we saw a bear!

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Thank you for your good work to protect this special place.

Sincerely,

Kim Beck

Correspondence ID:

835 Project: 48252 Document: 68894

Name:

Martinez, Linda

Address:

Roseville, MN 55113

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:07:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

836 Project:48252 Document: 68894

Name:

Davis, Margaret J

Address:

Schuylkill Haven, PA 17972

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: After our recent visit to the Grand Tetons, I pray you will preserve the site for future generations! What a beautiful place!

Correspondence ID:

837 Project:48252 Document: 68894

Name:

Bradley, Mark

Address:

Concord, CA 94520

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:07:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Mark Bradley

Correspondence ID: 839 Project: 48252 Document: 68894

Name: Wharton, Becky

Address: Campbell, TX 75422

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please protect the parks for the future

Correspondence ID:

Name:

N/A, N/A

Address:

Scranton, PA 18505

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:07:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nezka Pfeifer

Correspondence ID:

Name:

Harland, Donald

Address:

Candler, NC 28715

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:08:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Donald Harland

Correspondence ID:

843 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

bunnell, FL 32110

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:08:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Marjorie angelo

Correspondence ID:

845 Project: 48252 Document: 68894

Name:

suchenicz, carolyn R

Address:

Stafford, CT 06076

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson rd corridor planning process at Grand Teton National Park.

I support the preferred plan, alternative C. Thank you.

Correspondence ID: 846 Project:48252 Document: 68894

Name: Norris, William S

Address: Knoxville, TN 37912

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:09:12

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

William Norris

Correspondence ID:

847 Project: 48252 Document: 68894

Name:

Ross, Elliot

Address:

Union Dale, PA 18470-7615

United States of America

Outside Organization:

Unaffiliated Individual

Correspondence ID:

848 Project: 48252 Document: 68894

Name:

Davidson, Kathryn A

Address:

Austin, TX 78731

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan. To protect the historic seven-mile Moose-Wilson Road Corridor - -one of the most

wildlife-rich areas in Grand Teton National Park. I support The National Park Service options for the Moose-Wilson Road Corridor.

Correspondence ID:

849 Project: 48252 Document: 68894

Name:

Bennie, Nigel G

Address:

Atlantic beach, FL 32233

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Save the tas tas

Correspondence ID:

852 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Damascus, MD 20872

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:10:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Janey Roth

Correspondence ID:

854 Project:48252 Document: 68894

Name:

Jordan, Gary L

Address:

Madison, WI 53713-2070

United States of America

Outside Organization:

Madison Public Library Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

People, in both the public and private sectors, tend to forget that we are merely temporary caretakers of this earth. That it is also a life form absolutely

critical to all other life forms upon it. We would be failing our duties to the following generations if we foul it beyond repair or recovery.

Sincerely,

Gary L. Jordan

Correspondence ID:

855 Project: 48252 Document: 68894

Name:

Hasselbrink, Robert

Address:

Pueblo, CO 81004

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:12:04

Correspondence Type:

Web Form

Correspondence: I strongly urge you to support Alternative C as it would;

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

856 Project:48252 Document: 68894

Name:

Mueller, Sharon

Address:

Idaho Falls, ID 83406

United States of America

Outside Organization:

Idaho Life LLC Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 16:12:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Gary & Sharon Mueller

Correspondence ID:

858 Project: 48252 Document: 68894

Name:

Coffman, Lauri

Address:

Cedar Falls, IA 50613

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: In addition to all listed information, I'd suggest a couple under the road trails for wildlife. This would help greatly reduce any conflicts

vehicles and animals. If you build it they will come!!! Either over or under making it wildlife friendly and they'll use it. Do the right thing by all wildlife as

it's humans who have encroached and disturbed their homes! Hurry as there's no time to lose as we're "RACING EXTINCTION"!!!!

Received:

Dec,07,2015 16:12:38

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, [your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

BARBARA Mallett

Correspondence ID:

860 Project: 48252 Document: 68894

Name:

Skinner, Russell

Address:

Kimberly, WI 54136

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Save it.

Correspondence ID: 862 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Orlando, FL 32828

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:13:48

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Catherine McNamara

Corresponde

Name:

Frerker, Ronald B

Address:

St. Louis, MO 63110

United States of America

Outside Organization:

civilian and NPCA member Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I prefer the plan to continue to study and select a plan based on peer reviewed scientific study.

Thanks

Ron Frerker

Correspondence ID:

864 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

asheville, NC 28804

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support the alternative " plan.

Correspondence ID:

866 Project:48252 Document: 68894

Name:

Curley, Frank

Address:

Middletown, NY 10940

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We have to persevere our parks and wildlife for future generations

Correspondence ID: 867 Project:48252 Document: 68894

Name: Kucynski, Ronald M

Address: Maineville, OH 45039

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:14:42

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ronald Kucynski

Correspondence ID:

868 Project: 48252 Document: 68894

Name:

Malerman, Rina

Address:

Jenkintown, PA 19046

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Grand Teton Supervisor David Vela

I am writing to you as a passionate lover of nature and wildlife.

Having reviewed suggestions for improving the Moose Wilson corridor I do believe Plan C is an excellent solution and I urge you to select this plan.

My family & I have visited the area many times and we think it one of the most beautiful sites in all the National Parks.

Preserving the safety of both Wildlife and visitors is of course essential.

I believe Plan C is the wisest solution.

No one would object to waiting 15 minutes in such splendor. Such a small price to pay, and what beauty to observe and relax in!

Thank you for your kind consideration.

Most sincerely yours,

Rina Malerman

Correspondence ID:

869 Project:48252 Document: 68894

Name:

Maret, Jacqueline

Address:

Santa Fe, NM 87505

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Let us try to save our natural resources.

Correspondence ID: 871 Project: 48252 Document: 68894

Name: Maruzo, Hope

Address: Bozrah, CT 06334

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:15:42

Correspondence Type: Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Hope Maruzo

Correspondence ID:

Name:

Field, Brian

Address:

Thornton, CO 80260

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. I believe the Park Service's

preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor.

Correspondence ID:

873 Project:48252 Document: 68894

Name:

Hanlon, Stephen J

Address:

Los Angeles, CA 90049

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:15:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Steve Hanlon

Correspondence ID:

875 Project: 48252 Document: 68894

Name:

Lupenko, Andy

Address:

Lemon Grove, CA 91945

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I urge you to choose alternative "C".

Sincerely,

Andy Lupenko

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

I support "Alternative C"!

Correspondence ID:

877 Project: 48252 Document: 68894

Name:

Brown, James R

Address:

Los Angeles, CA 90034

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:16:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

James R Brown

Correspondence ID: 879 Project: 48252 Document: 68894

Name: Deutsch, Eileen R

Address: Port Townsend, WA 98368

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:17:19

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Eileen Deutsch

Correspondence ID:

Name:

N/A, N/A

Address:

Granbury, TX 76049

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:17:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jackie Demarais

Correspondence ID:

882 Project: 48252 Document: 68894

Name:

Rasmussen, David

Address:

Plattsburgh, NY 12901

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:17:49

Correspondence Type:

Web Form

Correspondence: The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

883 Project: 48252 Document: 68894

Name:

Lyon, Angela Treat

Address:

Kailua, HI 96734

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Grand Teton Superintendent David Vela I support "Alternative C," the preferred plan.

Correspondence ID:

885 Project:48252 Document: 68894

Name:

Robinson, Aaron

Address:

Chicago, IL 60606

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:18:26

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Aaron Robinson

Correspondence ID:

886 Project: 48252 Document: 68894

Name:

Ziegler, David R

Address:

Chicago, IL 60630

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is my favorite National Park. I've visited there five times for extended periods over the last thirty years. I love hiking around lakes such as

Jenny and Signal Lakes, up to Lake Solitude and visiting the Museum at Colter Bay. Grand Teton is a gift cherished by both the residents of Wyoming and

people across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your

good work to protect this special place.

Sincerely,

David R Ziegler

-Ed Patrovsky

Correspondence ID:

888 Project: 48252 Document: 68894

Name:

wechter, michael s

Address:

arden, NC 28704

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: This seems to be a reasonable course of action to protect what the people come to see & experience

Correspondence ID:

890 Project: 48252 Document: 68894

Name:

Bunch, Van

Address:

Signal Mountain, TN 37377

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:19:38

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Van Bunch

Correspondence ID:

892 Project:48252 Document: 68894

Name:

sweetling, william R

Address:

halifax, UN b2y1x6

Canada

Outside Organization:

self Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 16:20:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming, many people across the United States, and other countries as well, and it is our

responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

893 Project: 48252 Document: 68894

Name:

Michel, Debora

Address:

Laguna Hills, CA 92653

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:20:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Debora Michel

Correspondence ID:

895 Project: 48252 Document: 68894

Name:

Boone, Jim

Address:

Las Vegas, NV 89117

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Grand Teton National Park is a special place, and I would hope that the NPS will protect the wildlife and other natural resources as the top priority.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Jim Boone

Correspondence ID:

896 Project: 48252 Document: 68894

Name:

Tanz Kubota, Ria

Address:

El Sobrante, CA 94803

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing to support Alternative C, which offer more protection to wolves, grizzlies, moose and other wildlife while protecting

people through decreasing conflict with wildlife.

Cars should be limited to 200 at a time on the Moose-Wilson corridor to reduce traffic and better protect the animals.

Alternative C would lengthen the "Death Canyon" hiking trail and add a new parking area for cars.

Reducing the speed limit to 20 mph would create more safety for animals and people; bicycle-friendly pavement would give cyclists more safety.

Science would be applied to future decisions as we learn more about how to balance the needs of recreation, protection of beauty and of wildlife, and safety

of human visitors.

Int might serve well to consider a shuttle bus or other means of reducing ar traffic while giving access to the beauty of this magnificent Park beloved across

the nation.

Thank you for considering my concerns.

Correspondence ID: 898 Project: 48252 Document: 68894

Name: Hall, Jan

Address: Worthington, OH 43085

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Correspondence ID:

Name: N/A, N/A

Address:

Seattle, WA 98115

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:22:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Robert Blumenthal

Correspondence ID:

901 Project:48252 Document: 68894

Name:

Hunt, Bob

Address:

Washington, MO 63090

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:22:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bob Hunt

Correspondence ID:

902 Project: 48252 Document: 68894

Name:

Schmidt, Kati

Address:

San Francisco, CA 94117

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:22:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kati Schmidt

Correspondence ID:

903 Project:48252 Document: 68894

Name:

Swanson, Michael

Address:

Lancaster, PA 17603-2611

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:22:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michael Swanson

Correspondence ID:

905 Project: 48252 Document: 68894

Name:

Hasty, Elizabeth

Address:

Reading, PA PA 19607

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:23:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Elizabeth Hasty

Correspondence ID:

906 Project:48252 Document: 68894

Name:

Mcmullen , Laura

Address:

Sebring, FL 33875

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:23:11

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Laura McMullen

Correspondence ID:

908 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

St Petersburg, FL 33707

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, the National Park Service should study and consider transportation options for visitors, such as a small-scale shuttle

system.

Correspondence ID:

910 Project: 48252 Document: 68894

Name:

Burk, Joyce

Address:

Barstow, CA 92312

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear NPS,

The National Park Service has released the options for the Moose-Wilson Road Corridor and I support "Alternative C," the preferred plan.

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

- Maintain the current "footprint" of the road with minor changes;

- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the

road without incident;

- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

I would also like to encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Sincerely,

Joyce Burk

Correspondence ID:

911 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Homer, NY 13077

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:24:34

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Aaron Fumarola

Correspondence ID:

913 Project: 48252 Document: 68894

Name:

Seltzer, Rob

Address:

Malibu, CA 90265

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:25:23

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Rob Seltzer

Correspondence ID: 914 Project:48252 Document: 68894

Name: arvola, andarin A

Address: Fort Bragg, CA 95437

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: THIS SENIOR CITIZEN, WHEN SHE WAS A CHILD, VISITED ALL THE NATIONAL PARKS IN THE US. IN THE TETONS

MY FAMILY SAW A GRIZZLY. FABULOUS.

DO YOUR JOB! PROTECT THE WILD LANDS AND WILD LIFE IN OUR NATIONAL PARKS - NOT YOUR PARKS.

Corresponde

Name: N/A, N/A

Address:

Sunnyvale, CA 94087

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C as the best alternative for preserving what the Tetons are about.

Correspondence ID:

916 Project:48252 Document: 68894

Name:

Friedman, Honey

Address:

New Orleans, LA 70123-2550

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:25:38

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Carolyn Honey Friedman

Correspondence ID:

918 Project: 48252 Document: 68894

Name:

Boerner, Gary

Address:

Spring, TX 77386

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:25:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Gary Boerner

Correspondence ID:

919 Project: 48252 Document: 68894

Name:

Stiehl, Joanna L

Address:

Portland, OR 97202

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:25:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joanna Stiehl

Correspondence ID:

921 Project:48252 Document: 68894

Name:

Kay, Susan S

Address:

Vashon, WA 98070

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:26:38

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Susan Kay

Correspondence ID:

922 Project: 48252 Document: 68894

Name:

adsit, roy

Address:

portland, OR 97228

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: the whole idea of putting coal mining roads across roadless land is crazy!

STOP all roads & mining in or across wild areas.

Correspondence ID:

924 Project:48252 Document: 68894

Name:

Granlund, Fred

Address:

N. Hollywood, CA 91601

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:26:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Fred Granlund

Correspondence ID:

927 Project: 48252 Document: 68894

Name:

Shimasaki, E.

Address:

Glenview, IL 60025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Mr. Vela,

Please support the Tetons by supporting the NPCA "Alternative C."

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

This is important and I urge you, Mr.Vela to protect the Tetons!

Thank you,

E.Shimasaki

Correspondence ID:

928 Project:48252 Document: 68894

Name:

Zissu, Thomas

Address:

Woodbury, CT 06798

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear sirs,

Please use the alternative which leaves the smallest foot print.

Correspondence ID:

930 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

fairfield, CT 06825

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence ID:

931 Project: 48252 Document: 68894

Name:

Jordan, Sheila Jordan

Address:

BERKELEY, CA 94703

United States of America

Outside Organization:

1945 Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect the wildlife. My time in the Tetons 20 years ago was one of the most memorable experiences of my life. It is immense

and beautiful. We ran into bears and moose, we scaled mountains and crossed great brooks. It is critical that foresight is used in limiting cars and investing

in public transit. We are attempting to visit as many of the wonderful National Parks as necessary. Our travels have revealed any # of Parks who have

instituted significant limits on cars. We loved the ability to travel by transit. Thank you,

Sheila Jordan

Martin Nicolaus

Correspondence ID:

932 Project: 48252 Document: 68894

Name:

Fanning, Susan

Address:

Point Pleasant, NJ 08742

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan Fanning

Correspondence ID:

935 Project:48252 Document: 68894

Name:

Geist, Cathy

Address:

Minneapolis, MN 55406

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:29:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park, a park that I have visited and greatly appreciated.

As a supporter of the National Park System, a conservation biologist, and an environmental science instructor, I believe the Park Service's preferred plan,

"Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

936 Project: 48252 Document: 68894

Name:

Betti, Mark

Address:

Sherman Oaks, CA 91423

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:29:57

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. \

Thank you for your good work to protect this special place.

Correspondence ID:

938 Project: 48252 Document: 68894

Name:

O'Brien, J.

Address:

Houston, TX 77092-3311

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:31:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jennifer O'Brien

Correspondence ID:

939 Project: 48252 Document: 68894

Name:

Muss, N/A J

Address:

sacramento, CA 95819

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:31:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jeff Muss

Sincerely,

Karen Boehler

Correspondence ID:

942 Project: 48252 Document: 68894

Name:

Dowson, Eleanor

Address:

Mill Creek, WA 98012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:31:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

943 Project: 48252 Document: 68894

Name:

Mackrell, Chris G

Address:

Long Beach, CA 90813

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

I am writing in support of Alternative C. I believe that the Alternative C plan will better protect grizzly bears, moose, wolves, and other wildlife, and

decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road.

Additionally, the plan will limit Moose-Wilson corridor vehicle access to 200 cars at a time during the busiest summer months to reduce traffic. Through

park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the

busiest times of the summer. Damaging unauthorized vehicle pull-offs will be replaced with a new parking area, continuing to allow winter recreational

access to the road, which is closed to vehicles for cross-country skiing and snowshoeing. The current "footprint" of the road will be maintained with minor

changes including a speed limit reduction from 25 to 20 miles per hour, "share the road" signs added, and bicycle-friendly pavement edges created so

cyclists can leave the road without incident. The length of the "Death Canyon" hiking trail will also be extended by one mile.

Finally, corridor management will be studied and adjusted over time, based on new peer-reviewed science.

Correspondence ID: 944 Project: 48252 Document: 68894

Name: Stoltenberg, John and Martha

Address: Elkhart Lake, WI 53020-1828

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Save all wildlife!

Correspond

Name:

Meyer, Joe A

Address:

Amery, WI 54001

United States of America

Outside Organization:

Sandplay Therapists of America Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The new park plan seems like a good one for us and for the animals. Thanks

Correspondence ID:

946 Project: 48252 Document: 68894

Name:

McMullen, Colleen

Address:

Kanab, UT 84741

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:32:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As one who has experienced the Grand Teton

area and a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road

Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Colleen McMullen

Correspondence ID: 948 Project: 48252 Document: 68894

Name: Patten, Robin

Address: Oklahoma City, OK 73115

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:33:10

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspond

Name: groshardt, joanne

Address:

richardson, TX 75081

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: David Vela - -- support "Alternative C," the preferred plan.

Correspondence ID:

950 Project:48252 Document: 68894

Name:

Martin, Drew

Address:

Lake Worth, FL 33460

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:33:38

Correspondence Type:

Web Form

Correspondence: I am supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan please study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

952 Project: 48252 Document: 68894

Name:

Kerkhoff, Barbara

Address:

Somis, CA 93066-9783

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I urge you to adopt Plan C as recommended by the National Park Service.

Correspondence ID:

954 Project:48252 Document: 68894

Name:

Holthouse, Dave

Address:

Bellevue, NE 68123

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 16:35:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dave Holthouse

Correspondence ID:

955 Project: 48252 Document: 68894

Name:

Columbia, James

Address:

Bakersfield, CA 93306

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:36:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

James Columbia

Correspondence ID: 956 Project: 48252 Document: 68894

Name: LaBasco, Chris B

Address: Danville, CA 94526

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:37:21

Correspondence Type: Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Chris LaBasco

Correspondence ID:

957 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Coatesville, PA 19320

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:37:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

As a frequent visitor to the Tetons, I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter

of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that

you choose Alternative C as your approach to future management.

I have seen the changes over the years that I visit the Tetons. Increased vehicle traffic has diminished the visitor experience and is having a negative effect

on wildlife that rely on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joan Bristol

Correspondence ID:

958 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Manhattan, IL 60442

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:37:50

Correspondence Type:

Web Form

Correspondence: I support Alternative C

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID: 959 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Brooklyn, NY 11204

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:37:58

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Services preferred plan, Alternative C best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

Name: Cave, Robin R

Address:

Stuart, IA 50250

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect the Grand Tetons and it's wildlife. With the growing population we must find alternative ways for the general

population to visit

and observe the beauty of our National Parks. Please study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

961 Project:48252 Document: 68894

Name:

Burstein, Mimi

Address:

Paoli, PA 19301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I'm writing to comment about the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park

System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor. Please choose Alternative C as your approach to future management.

Increased vehicle traffic is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority.

I would also like to see the Park Service complete an analysis of small-scale park transit options that could be used in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States. Thank you for your good work to protect this special place.

Sincerely,

Mimi Burstein

Paoli, PA

Correspondence ID:

963 Project: 48252 Document: 68894

Name:

Tennant, Allie

Address:

Ft Myers, FL 33905

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I want you to support "Alternative C," the preferred plan.

Correspondence ID:

964 Project: 48252 Document: 68894

Name:

Bosch, Milton

Address:

Napa, CA 94558

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing to show my support for Alternative C for the Moose-Wilson Road Corridor. As an outdoorsman, fisherman, hunter, biologist, chemist, and

medical doctor, my exposure to nature and understanding of complexities are needed when considering the best of the three options. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

966 Project: 48252 Document: 68894

Name:

Martin, Ms. K.

Address:

Perry Hall, MD 21128

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:39:57

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Ms. K. Martin

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Linda A. Massey

Correspondence ID:

968 Project:48252 Document: 68894

Name:

Davidson, Judy

Address:

Montrose, CO 81403

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Although I love taking photographs of landscapes and wildlife in their natural surroundings, I agree with the NPCA that limiting

traffic in this wildlife corridor is the right thing to do. We have loved our national parks to death and as people increasingly assert their "right" to go

wherever they please, often endangering others as well as themselves, some serious changes need to be made in our national parks and monuments to

protect people from endangering themselves as well as wildlife.

Correspondence ID:

970 Project: 48252 Document: 68894

Name:

Koopman, William

Address:

Olympia, WA 98513

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear William,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that

support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

William Koopman

Correspondence ID:

971 Project: 48252 Document: 68894

Name:

kelley, dorinda s

Address:

portland, OR 97220

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:40:37

Correspondence Type:

Web Form

Correspondence: I was driving on this highway when the car in front of me braked suddenly to avoid hitting an animal crossing the road. There are too

many cars on this road and something has to change for both animals and drivers. Transit busses might work.

Correspondence ID: 972 Project: 48252 Document: 68894

Name: Geist, Kathleen

Address: West Point, PA 19486

United States of America

Outside Organization: Ms. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I prefer Alternative C because this best protects wildlife, preserves the "wildness" of the visitor experience, and favors passive

recreation activities. When I visit our National Parks, I am most interested in the natural beauty of the location, the wildlife viewing (especially birds and

butterflies), and activities such as cross-country skiing.

Correspondence ID:

973 Project: 48252 Document: 68894

Name:

Bissell, Kelly

Address:

Hill, NH 03243

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:40:47

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kelly Bissell

Correspondence ID:

975 Project: 48252 Document: 68894

Name:

Esser, Pamela J

Address:

Bloomfield, MI 48302

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Grand Teton is such a magical place and part of what makes it so are the animals that reside there in abundance. I agree with the

National Park Service in their analysis of what will best work moving forward in caring for the visitors and the resident fauna. Please put my name in the

column solidly behind their ideas on this matter. Thank you.

Correspondence ID: 976 Project: 48252 Document: 68894

Name: Popoff, Kathy

Address: San Pedro, CA 90732-2272

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:41:38

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Kathy Popoff

Correspondence ID:

Name: Phillips, Karen

Address:

Homosassa, FL 34446

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

As a summer employee in the area, our "down time" is spent hiking, kayaking and enjoying all the wonderful recreation activities the park has to offer. We

have been particularly distressed by the speeding and disregard for safety many drivers have exhibited while traveling on the Mosse Wilson Road.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Karen and Al Phillips

Correspondence ID:

979 Project: 48252 Document: 68894

Name:

Hess, Carolyn

Address:

Hertford, NC 27944-9373

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

We have always enjoyed our time in the Grand Tetons, particularly when our children were little and just learning about the great outdoors. We hope you

will continue to preserve and cherish the land as we have.

Sincerely,

Bob & Carolyn Hess

Correspondence ID:

980 Project: 48252 Document: 68894

Name:

Wyatt, Cathy

Address:

Bainbridge Island, WA 98110

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:42:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cathy Wyatt

Correspondence ID:

982 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Allentown, PA 18103

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:42:19

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Amanda Joas

Correspondence ID:

983 Project: 48252 Document: 68894

Name:

Porter, Kathleen

Address:

Centerport, NY 11721

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:42:34

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kathleen Porter

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

985 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Constable, NY 12926

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:43:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

987 Project:48252 Document: 68894

Name:

Heller , Michael

Address:

Eldersburg , MD 21784

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:43:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michael Heller

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

988 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Hobart, WA 98025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:43:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Diane E George

Correspondence ID:

989 Project:48252 Document: 68894

Name:

Bhattacharji, Lee C

Address:

Arkville, NY 12406

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:44:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Lee C. Bhattacharji

Correspondence ID: 991 Project: 48252 Document: 68894

Name: Walker, Max D

Address: Anchorage, AK 99501

United States of America

Outside Organization: Self Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please approved the preferred alternative.

Thank you very much. Max Walker

Correspondence ID:

992 Project: 48252 Document: 68894

Name:

Durum, Kathy

Address:

Aurora, CO 80017

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kathy Durrum

Thank you for taking the time to speak up for Grand Teton National Park.

protect these world-class resources while allowing visitors to continue to use and enjoy the roadway.

Correspondence ID:

994 Project: 48252 Document: 68894

Name:

Hughes, Barbara C

Address:

Sanford, FL 32771

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Grand Teton is one of the noblest places in the world, and I've seen a lot other places. A picture my husband took is a favorite of ours,

holding a place of honor on our photo wall. The animals there are the most special anywhere. We must take care of the whole Grand Teton world. If it is

lost through encroachment or "development" our country and the world will be the poorer for it.

Correspondence ID:

996 Project: 48252 Document: 68894

Name:

Spotts, James

Address:

Joshua Tree, CA 92252

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:48:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

James Spotts

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

998 Project: 48252 Document: 68894

Name:

Sinclair, Karen

Address:

Grants Pass, OR 97527

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:48:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Karen Sinclair

Correspondence ID:

1000 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Redmond, WA 98052

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:49:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Oleg

Correspondence ID:

1001 Project: 48252 Document: 68894

Name:

K, Jacqueline

Address:

Long Beach, CA 90803

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear committee,

I am writing to express support for Plan C, although it doesn't go far enough, regarding modifications to human access of Moose-Wilson Road corridor in

Grand Teton National Park. As an avid hiker and frequent visitor to national parks, I prefer to enhance the experience of getting away into nature as a

respite from modernity, which can truly happen when we reduce human impact in national parks.

Equally significant, we have, at this time, a rare

opportunity to mitigate negative encroachment while global warming is increasing the struggle for plants, trees and wildlife to survive right now. Plan C

could help with this.

About a decade ago, the decision was made to ban individual cars from driving into a heavily car utilized portion of Zion National Park and instead provide

buses that would transport the public into the park. There were of course the usual objections of impinging on someone's freedom to drive right up to a site,

but the decision remained in place. It did not in any way interfere with my splendid time there. In fact, the benefits to me, my family, and the natural

environment completely over took the minor objections. I found the absence of exhaust fumes and roar of car engines to be a necessary relief from the

signs of modern life. All of Nature- -including this human's happiness- - was preserved.

A great contemporary example of leadership, Steve Jobs, once said, "Be a yardstick of quality. Some people aren't used to an environment where

excellence is expected." Once great leadership makes a sound decision based on high standards, Everyone gets used to a high quality environment and in

time come to recognize the benefits of achieved excellence.

We need strong, wise, and far seeing leadership on this issue.

Warm Regards,

Jacqueline K.

Correspondence ID:

1003 Project:48252 Document: 68894

Name:

mongere, anne n

Address:

lewisville, TX 75077

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: National Parks are very important and need to stay protected.

Correspondence ID:

1004 Project:48252 Document: 68894

Name:

Herich, Abigail

Address:

Saint Louis, MO 63074

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:50:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Abigail Herich

Correspondence ID:

1006 Project: 48252 Document: 68894

Name:

Robinson, Janet

Address:

Boca Raton, FL 33433

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

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Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

Glacier National Park has shuttle buses as well as the big red buses. You should be able to implement something similar to get some cars off the road.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you for considering my comments.

Correspondence ID:

1007 Project: 48252 Document: 68894

Name:

Corey, Sheffield

Address:

Saunderstown, RI 02874

United States of America

Outside Organization:

Private Individual Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 16:50:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 1009 Project:48252 Document: 68894

Name: Young, William H

Address: Lynchburg, VA 24503

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: THE TETONS ARE DESERVING OF PROTECTION!

Correspondence ID:

1010 Project:48252 Document: 68894

Name:

g, c

Address:

san diego, CA 92122

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 16:51:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

c g

Correspondence ID:

1011 Project:48252 Document: 68894

Name:

hansen, paula j

Address:

wheat ridge, CO 80033

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: It sounds like a well thought plan and should be implemented.

Correspondence ID: 1013 Project: 48252 Document: 68894

Name: Gordon, Billie

Address: Los Gatos, CA 95032

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 16:51:54

Correspondence Type: Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilsonbillie Road

Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the

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Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

billie

Corresponde

Name:

Keaton, Rebecca M

Address:

Tallahassee, FL 32304

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Plan C seems to be the best option for protecting the amazing wildlife in this great park.

I visited years ago and would love to return.

Correspondence ID:

1015 Project:48252 Document: 68894

Name:

nylen, eric

Address:

bethesda, MD 20814

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:52:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Eric Nylan

Correspondence ID:

1017 Project: 48252 Document: 68894

Name:

Ernst, Cathie

Address:

scottsdale, AZ 85262

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:53:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Cathie Ernst

Correspondence ID:

1019 Project: 48252 Document: 68894

Name:

Vorachek, Mary A

Address:

Salem, OR 97301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:53:32

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mary A. Vorachek

Correspondence ID:

1020 Project:48252 Document: 68894

Name:

Steijn, Alice

Address:

Roslyn, WA 98941

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support Alternative C concerning the use of the Moose-Wilson Road Corridor. I am a member of the National Parks

Conservation Association, and agree with their concern over the safest utilization of this road with wildlife and humans in mind, with quality of the park in

mind.

I also support the cessation of the sale of all plastic bottled water in the parks.

Looking at the possibility of small scale park transit options with minimizing of air pollution, and the use of alternative energy sources within the park.

Thanks, Alice Steijn

Correspondence ID:

1021 Project:48252 Document: 68894

Name:

Tobin, Ralph W

Address:

Fort Worth, TX 76103-1433

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:53:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ralph W. Tobin

Correspondence ID:

1023 Project:48252 Document: 68894

Name:

Mathews, Don

Address:

Tiburon, CA 94920

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The Jackson Hole area and the Teton Mountains are extraordinarily beautiful, and I strongly support protections of the land, streams

and wildlife in the vicinity. Please help protect them!

Correspondence ID: 1025 Project: 48252 Document: 68894

Name: Komisarof, Jeff

Address: Potomac, MD 20854

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Do whatever it takes to preserve the Grand Tetons- -it is an irreplaceable area.

Correspondence ID

Name: N/A, N/A

Address:

New Orleans, LA 70118-4951

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I write to support Alternative C for the Moose-Wilson corridor because limiting the number of cars to 200 at a time will best protect

the unique ecological system and wildlife of the region, it will extend the "Death Canyon" trail by a mile and provide less damaging parking, reduce the

speed limit and include continued study. By preserving this unique area, we will provide the best protections for the wildlife that makes it unique so that

future generations of Americans can continue to be inspired by it. Excessive use will bring about degradation that will damage the area and its wildlife. The

Moose-Wilson Corridor deserves our best protection.

Correspondence ID:

1028 Project:48252 Document: 68894

Name:

Mitchell, Kenneth J

Address:

Davidsonville, MD 21035

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am a supporter of the National Park System, and of the Moose-Wilson Road Corridor planning process at Grand Teton National Park. I believe the Park

Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor, and I request that you choose Alternative C as your approach to

its future management.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

Currently, an increase in vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson

Road Corridor.

Beyond Alternative C, I hope the Park Service will complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a natural-resource treasure for the United States, and it is our national responsibility to protect this precious resource for all of us and for

future generations. Thank you for helping to protect this special place.

Sincerely,

Kenneth Mitchell

Correspondence ID:

1030 Project:48252 Document: 68894

Name:

Chen, Sau-Ha

Address:

Tenafly, NJ 07670

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:55:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sau-Ha Chen

Correspondence ID:

1032 Project:48252 Document: 68894

Name:

Cowan, Donald J

Address:

Silver Spring, MD 20904-6310

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:55:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Donald J Cowan

Correspondence ID:

1033 Project:48252 Document: 68894

Name:

WHITE, MSW, KAREN A

Address:

Houston, TX 77042

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: PLAN C AND NOTHING ELSE WILL DO.

WE HAVE TO MAKE CHOICES FOR THE FUTURE GENERATIONS AND NOT POLITICAL EXPEDIENCY. THANK YOU.

Correspondence ID:

1034 Project: 48252 Document: 68894

Name:

Fink, Brian

Address:

Philadelphia, PA 19130

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:56:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Brian Fink

Correspondence ID: 1036 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Laguna Woods, CA 92637

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I urge you to support Alternative C. Our family has been several times, everyone loves it, don't spoil it.

Correspondence ID

Name: Wilson, Sharon L

Address:

Seattle, WA 98115

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:57:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sharon Wilson

Correspondence ID:

1039 Project: 48252 Document: 68894

Name:

Tierney, Robin

Address:

Branford, CT 06405

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:58:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing as a concerned citizen, who frequently visits our nations national parks, especially Grand Teton National Park. I am writing regarding the

Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's

preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future

management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely

Robin Tierney

Correspondence ID:

1040 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Santa Fe, NM 87507

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:58:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I believe the Grand Teton National Park is one of the star treasures of our park system.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Denys Cope

Correspondence ID:

1041 Project:48252 Document: 68894

Name:

Evans, Pamela

Address:

Kemp, TX 75143-0644

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 16:58:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Pam Evans

Correspondence ID: 1042 Project: 48252 Document: 68894

Name: Swallow, Tarra L

Address: Phoenix, MD 21131

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

strongly believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative

C as your approach to future management.

Increased vehicle traffic is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources

as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is an extremely gift, cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect

these precious resources for all of us and for future generations. I will never forget my visits to Grand Teton, they are etched in my memory. Thank you for

your good work to protect this special place.

Sincerely,

Tarra Swallow

Correspondence ID:

1043 Project:48252 Document: 68894

Name:

Ruggles, Derya

Address:

Vancouver, WA 98661

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The Grand Tetons are one of the rarest and most beautiful jewels we are privileged to steward.

In this climate of profit at any cost, there is pathological exploitation and shameful short-sightedness.

Don't let this happen.

Whatever it takes, protect the Grand Tetons.

Thank you,

Derya Ruggles

Correspondence ID:

1045 Project: 48252 Document: 68894

Name:

Garver, Pamela J

Address:

Salem, OH 44460

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:59:28

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Pamela Garver

Correspondence ID:

1046 Project: 48252 Document: 68894

Name:

Marriott, Pat

Address:

Los Altos, CO 94024

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I write in support of Alternative C because it would

- Protect wildlife and decrease the potential for conflict between people and animals.
- Reduce traffic by limiting Moose-Wilson corridor access to 200 cars at a time during the busiest summer months.
- Extend the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- Continue to permit winter recreational access to the road for cross-country skiing and snowshoeing ;
- Maintain the current "footprint" of the road with minor changes;
- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges - - all in the interest of

safety;

- Continue study and management in the corridor over time based on new peer-reviewed science.

Please monitor and continue to consider transportation options for visitors, such as a small-scale shuttle system.

Thank you.

Correspondence ID:

1047 Project: 48252 Document: 68894

Name:

Mutzberg, John

Address:

Bethesda, MD 20814

United States of America

Outside Organization:

School of Life Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support option C and thank you for your consideration.

Correspondence ID:

1049 Project:48252 Document: 68894

Name:

Van Deusen, Christina

Address:

Niagara Falls, NY 14301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 16:59:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

C. Van Deusen

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

1052 Project:48252 Document: 68894

Name:

Jacques, Karen

Address:

Sacramento, CA 95811

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor. Vehicle

traffic is always a detriment to wild areas and a threat to wildlife and it is best to limit it to the absolute minimum necessary to allow people into a wild

area.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID: 1053 Project:48252 Document: 68894

Name: Smith, Carolyn B

Address: Stoneville, ND 27048

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 17:01:06

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Carolyn Smith

Correspondence ID

Name: hoenigman, vince e

Address:

san francisco, CA 94123

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:02:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Vince Hoenigman

Correspondence ID:

1055 Project:48252 Document: 68894

Name:

Vinson, Dolores

Address:

Willow Grove, PA 19090

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

have reviewed the plans and I believe the Park Service's preferred plan, "Alternative C", works best to protect the Moose-Wilson Road Corridor and

request that you choose Alternative C as your approach to future management.

Clearly Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road

Corridor. Please protect wildlife and natural resources first as your top priority while adopting a plan that allows visitors to continue to use and enjoy the

corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I ask the Park

Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. A very good idea.

I am Native American and the Grand Teton is a sacred place to us On a spiritual level. Protection of this park And its wildlife is your duty. It is a gift

cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious resources for all of us

and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1057 Project: 48252 Document: 68894

Name:

Purington II, Kenneth

Address:

Candia, NH 03034

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Sir

Regarding the Moose Wilson. Road Corridor please support alternative C.

Thank you very much and thanks everyone in your Department for what you do.

Correspondence ID:

1059 Project: 48252 Document: 68894

Name:

Benford, Alan L

Address:

Manchester, CT 06042

United States of America

Outside Organization:

U.S. Citizen Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

I have worked in Yellowstone 3 summers, and have visited GTNP many times while working in YNP. I have also visited both parks multiple times as a

tourist. These places must be preserved and protected so my grandchildren can enjoy them as much as I have.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID: 1060 Project:48252 Document: 68894

Name: Perry, Bruce B

Address: Springdale , AR 72762

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Environmental destruction must stop.

Correspondence ID:

1061 Project:48252 Document: 68894

Name:

Coz, Ann

Address:

Nashville, TN 37215

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:04:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ann Coz

Correspondence ID:

1062 Project:48252 Document: 68894

Name:

STUMPF, LAWRENCE

Address:

PHOENIX, AZ 85018

United States of America

Outside Organization:

U.S. Citizen Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 17:05:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Greetings From Phoenix, Arizona:

Grand Teton National Park is one of my favorite NPS park areas in the whole United States!

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lawrence E. Stumpf

Correspondence ID:

1064 Project:48252 Document: 68894

Name:

Henley, Jeanne M

Address:

Radford, VA 24143

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:05:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jeanne Henley

Correspondence ID:

1065 Project:48252 Document: 68894

Name:

brewer, ginger c

Address:

pensacola, FL 32506

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:05:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ginger Brewer

Correspondence ID:

1067 Project: 48252 Document: 68894

Name:

krulik, rich

Address:

Irvington, NY 10533

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:06:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely

richardKrulik

Correspondence ID:

1068 Project:48252 Document: 68894

Name:

Sapphire, Peggy

Address:

Craftsbury, VT 05826

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: My family & I traveled West in 1968...tent camping in national parks across the country - Grand Tetons, Yosemite, Rocky Mtn.

National Park, Grand Canyon, and on & on. There is no rationale which can possibly be tolerable.

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

1070 Project: 48252 Document: 68894

Name:

Hurlburt, Richard L

Address:

Belfair, WA 98528

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please Protect all the wild animals in the National Parks, they deserve to be saved man is to protect not let them be killed off by

Ranchers and Hunters, I believe they should be protected even outside of the Parks, they are part of the natural envirement and should be saved at all cost.

The wolves has helped to restore Yellowstone back to it natural habetat, even changed the course of rivers, Yellowstone is much healthier with wolves than without.

Warmly Yours Richard Hurlburt

Correspondence ID:

1072 Project: 48252 Document: 68894

Name:

Cottrell, Alson

Address:

N Tustin, CA 92705

United States of America

Outside Organization:

National Parks Conservation Association Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 17:07:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alson Cottrell

Correspondence ID: 1073 Project: 48252 Document: 68894

Name: Gruenau, Douglas

Address: Santa Fe, NM 87508

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 17:07:06

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As one who has traveled this beautiful road and

enjoyed the wildlife along it, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that

you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more creative things could be done. I

encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Doug Gruenau

Correspondence ID:

1074 Project: 48252 Document: 68894

Name:

Cloud, Michael

Address:

Palmyra, NJ 08065

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:07:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michael Cloud

Correspondence ID:

1075 Project: 48252 Document: 68894

Name:

Sobanski, Sandra

Address:

Brooklyn, NY 11218

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Please protect this area of the park this way!

Thank you!

Sincerely,

Sandy Sobanski

Correspondence ID:

1077 Project:48252 Document: 68894

Name:

Bofinger, Diane P

Address:

East Amherst, NY 14051

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:08:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Diane P. Bofinger

Correspondence ID:

1079 Project: 48252 Document: 68894

Name:

Jackson, Richard S

Address:

Shelburne, VT 05482

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Additionally, please consider the advantages that overpasses and underpasses that have been seen in the Banff-TransCanada Highway are since these structures were implemented.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

R S Jackson

Correspondence ID:

1080 Project:48252 Document: 68894

Name:

hill, bob

Address:

groton, MA 01450

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:08:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bob Hill

Correspondence ID:

1081 Project: 48252 Document: 68894

Name:

Spragins, John D

Address:

Clemson, SC 29631

United States of America

Outside Organization:

Sierra Club Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 17:09:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 1082 Project:48252 Document: 68894

Name: King, Marsha K

Address: Topeka, KS 66614-1752

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 17:09:10

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1083 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Bridgewater, MA 02324

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Save the parks and the animals for my grand kids

Correspondence ID:

1084 Project: 48252 Document: 68894

Name:

DeCarlo, Anthony W

Address:

Kissimmee, FL 34741-7608

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Having visited Grand Teton 2 years ago I can attest to its magnificence. Our National Parks are a treasure and should be treated as such. Let all of us work

to ensure all Americans and their children can see the beauty America has to offer its citizens.

Sincerely,

Anthony W. DeCarlo

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

1086 Project: 48252 Document: 68894

Name:

Cohagen, Judy

Address:

Arlington, TX 76018

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Anyone who truly loves wild creatures and natural environment will gladly accept and cooperate with any restrictions necessary to protect and preserve this habitat.

Correspondence ID:

1088 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

new york, NY 10026

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:10:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1090 Project:48252 Document: 68894

Name:

Nutini, Michael

Address:

Delray Beach, FL 33445-5993

United States of America

Outside Organization:

Sierra Club Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 17:11:12

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michael Nutini

Correspondence ID:

1091 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Lewes, DE 19958

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please implement the wise suggestions to enable better care and freedom for park creatures.

Correspondence ID:

1093 Project: 48252 Document: 68894

Name:

Pearson, Lynn M

Address:

Wheeling, IL 60090

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan, because of better protections for wildlife and people.

Correspondence ID:

1096 Project:48252 Document: 68894

Name:

Kennedy, Linda

Address:

Oak Park, IL 60304

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:13:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1097 Project: 48252 Document: 68894

Name:

Blair, Jean K

Address:

Glendale, AZ 85304

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:13:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jean Blair

Correspondence ID:

1099 Project: 48252 Document: 68894

Name:

Haemmerle, Joseph L

Address:

Rockaway , NJ 07866

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:15:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joseph Haemmerle

Correspondence ID:

1101 Project: 48252 Document: 68894

Name:

May, Hildy

Address:

Guerneville, CA 95446

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:15:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Hildy May

Correspondence ID:

1102 Project:48252 Document: 68894

Name:

Severns, Dayle A

Address:

Concord, VA 24538

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Having been to the Tetons, and loved the park and the environs, I am against anything that would cause any further disruption or any harm to the park and its wildlife. Option C would be the best.

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Margaret Sand

Correspondence ID:

1104 Project:48252 Document: 68894

Name:

Philleo, David

Address:

Scotts Valley, CA 95066-3333

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 17:16:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

David G. Philleo

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

David G. Philleo

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

James Hartley

Correspondence ID:

1107 Project: 48252 Document: 68894

Name:

Cowan, Keith W

Address:

Seattle, WA 98126

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:17:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

1109 Project:48252 Document: 68894

Name:

Cleaver, Harry

Address:

Austin, TX 78704

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:17:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Having been to the Park and climbed the Tetons, including Storm Peak in the midst of a storm, I am writing regarding the Moose-Wilson Road Corridor

planning process at Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C",

best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Harry Cleaver

Correspondence ID:

1110 Project:48252 Document: 68894

Name:

LaBelle, Ernest

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I fully support the Preferred Alternative. I believe it is in the best intrests of the Patk, the wildlife community, and the general public

Correspondence ID:

1112 Project:48252 Document: 68894

Name:

Johnson, Russell L

Address:

Norco, CA 92860

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:18:12

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Russell Johnson

resources for all of us and for future generations. I have been lucky enough to have enjoyed visits to Grand Teton twice in my life. Thank you for your

good work to protect this special place.

Sincerely,

Marla Miyashiro

Correspondence ID:

1115 Project:48252 Document: 68894

Name:

Marotta, Tracy

Address:

Brooklyn, NY 11214

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:18:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tracy Marotta

Correspondence ID:

1116 Project:48252 Document: 68894

Name:

Seff, Joshua

Address:

McKinney, TX 75070-5815

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:18:38

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Joshua Seff

Correspondence ID:

1117 Project:48252 Document: 68894

Name:

Arnold, Paul M

Address:

Osceola, MO 64776

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: save our national parks for our children and theirs

Correspondence ID:

1120 Project: 48252 Document: 68894

Name:

Abdel-Gawad, Aliaa K

Address:

Tucson, AZ 85704

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:20:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Aliaa K. Abdel-Gawad

In closing, Happy Holidays!

Correspondence ID:

1121 Project: 48252 Document: 68894

Name:

Schneider, N. F

Address:

Baltimore, MD 21210-2701

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence ID:

1123 Project:48252 Document: 68894

Name:

Henderson, Michael

Address:

Huntington Beach, CA 92649

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:22:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a National Park System supporter, I strongly

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michael Henderson

Correspondence ID: 1124 Project: 48252 Document: 68894

Name: Yurchuck, Ruth a

Address: Tucker, GA 30084-1566

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 17:22:18

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1125 Project: 48252 Document: 68894

Name:

Hofheins, Paul

Address:

Tonawanda, NY 14223

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: bhjkj,h

Correspondence ID:

1127 Project:48252 Document: 68894

Name:

Christopher, Bruce W

Address:

Hoffman Estates, IL 60169

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:23:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bruce W. Christopher

Correspondence ID:

1129 Project:48252 Document: 68894

Name:

Zappala, Sam

Address:

Mullica Hill, NJ 08062

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I feel the changes better for the animals; not to mention the visitors.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

1131 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Boise, ID 83709-5302

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:24:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Jim May

Correspondence ID: 1132 Project:48252 Document: 68894

Name: Heilemann, Dave

Address: Pahoia ex, HI 96778

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: As e America's most beautiful park!

Correspondence ID:

1133 Project:48252 Document: 68894

Name:

Rogers, Lilith

Address:

Sebastopol, CA 95473

United States of America

Outside Organization:

Rachel Carson Returns Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 17:24:12

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, Alternative C, best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lilith Rogers

Correspondence ID:

1134 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Honolulu, HI 96822

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Grand Teton Superintendent David Vela,

I support "Alternative C," the preferred plan for these reasons:

Alternative C will better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through

outreach to park visitors and road closures when bears are too close to the road;

Alternative C will limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and

outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the

summer.

Alternative C will extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new

parking area.

Alternative C will continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing.

Alternative C will maintain the current "footprint" of the road with minor changes.

Alternative C will reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists

can leave the road without incident. Thank you.

Correspondence ID:

1136 Project:48252 Document: 68894

Name:

Snyder, Robert

Address:

North Syracuse, NY 13212

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:25:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert Snyder

Correspondence ID:

1138 Project:48252 Document: 68894

Name:

Chi, AniMae

Address:

Ojai, CA 93023

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:25:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

1139 Project:48252 Document: 68894

Name:

swopes, eileen k

Address:

strafford, MO 65757-8378

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please use the Plan C that is in this email/

Correspondence ID:

1140 Project:48252 Document: 68894

Name:

Hatsis, Elaina D

Address:

Kittery, ME 03904

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support Alternative C for the well being of our wildlife and the safety of our people.

Correspondence ID:

1142 Project: 48252 Document: 68894

Name:

Rybka, Michelle

Address:

Oak Lawn, IL 60453

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:26:25

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1143 Project:48252 Document: 68894

Name:

Simone, Louise P

Address:

Washington, DC 20008

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:26:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

1145 Project:48252 Document: 68894

Name:

Meyer, Eric

Address:

Fairfield,Iowa, IA 52556

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:27:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1146 Project:48252 Document: 68894

Name:

Sandel, Petrea

Address:

Pasadena, CA 91104

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I heartily support Alternative C. I stand with NPCA.

Correspondence ID:

1148 Project:48252 Document: 68894

Name:

PALM, R

Address:

DS, TX 78620

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:28:12

Correspondence Type:

Web Form

Correspondence: ONLY PEDESTRIAN TRAFFIC SHOULD BE ALLOWED!

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I visited Grand Teton National Park several years ago and it is one of my favorite parks that I have visited. The landscapes and wildlife in this park are just

superb, and we need to do all that we can to preserve that experience.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Amy Griffin

Correspondence ID:

1150 Project:48252 Document: 68894

Name:

Watts, Elizabeth

Address:

Lynbrook, NY 11563

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:28:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Elizabeth Watts

Correspondence ID:

1152 Project: 48252 Document: 68894

Name:

Jarvis, Noel

Address:

Lafayette, IN 47909

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please help!

Correspondence ID:

1154 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Santa Ana, CA 92701

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:30:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Phaedra M

A mother who would really like her children to see this park someday.

Correspondence ID: 1155 Project:48252 Document: 68894

Name: rammel, vicki a

Address: mechanicsburg, OH 43044

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I sign email's that come to me for support of our parks. I believe we need to keep park's protected from fracking, deforestation,

polluted water and extinction of animal's. Problems seem to be about corporation's making money off the land that should be left untouched. Is nothing

sacred in this country?

Correspondence ID:

1156 Project:48252 Document: 68894

Name:

Graff, Wanda

Address:

Canby, OR 97013

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 17:31:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Wanda Graff

Correspondence ID:

1157 Project: 48252 Document: 68894

Name:

Rubenstein, Harvey M

Address:

Hockessin, DE 19707-1928

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:31:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing about the Moose-Wilson Road Corridor planning process at Grand Teton National Park.. As a supporter and visitor of the National park

System, I believe the Park Service preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you select Alternative C

as your approach to future management.

Increased vehicle traffic has limited the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor. Please

protect the wildlife and natural resources as your top priority while providing a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small scale park transit options that could be utilized in the corridor.

Grand Teton is cherished by both the residents of Wyoming and people across the United States, and I have enjoyed the beauty of the area in a past visit. It

is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this this unique

place.

Sincerely,

Harvey M. Rubenstein

Correspondence ID:

1159 Project: 48252 Document: 68894

Name:

Wilson, Richard G

Address:

Oceanside, CA 92054-2267

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:32:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Richard Wilson

Correspondence ID:

1160 Project:48252 Document: 68894

Name:

Bradshaw, John

Address:

charlotte, NC 28212

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:32:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John Bradshaw

Correspondence ID:

1163 Project:48252 Document: 68894

Name:

Frey, Lawrence O

Address:

Villa Park, IL 60181

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:32:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

L.Frey

Correspondence ID:

1164 Project:48252 Document: 68894

Name:

Beatini, Tom

Address:

Hillsdale, NJ 07642

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:32:57

Correspondence Type:

Web Form

Correspondence: ear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

Correspondence ID:

1165 Project:48252 Document: 68894

Name:

mittig, william p

Address:

mariposa, CA 95338

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:33:12

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1167 Project:48252 Document: 68894

Name:

Monie, Sherry

Address:

Damascus, OR 97089

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 17:33:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

Correspondence ID:

1169 Project:48252 Document: 68894

Name:

Baclija, Martin

Address:

Indio, CA 92203

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:33:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Martin Baclija

Correspondence ID: 1170 Project: 48252 Document: 68894

Name: N/A, N/A

Address: St. George, UT 84770

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please protect the the Moose-Wilson Road Corridor. It is such a wonderful place to visit and it critical to the animals that call the area

home. It is a great idea to limit the number of vehicles to reduce the congestion, noise and pollution in the area. It would be wonderful to have more

authorized pull-offs for safe viewing of the animals. The speed limit should definitely be lowered. I like the plan you have set out. Please also continue to

study other options for visitors. That is a great idea.

Correspondence ID

Name:

Pooler, Carole

Address:

Chicago, IL 60625

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:34:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1172 Project:48252 Document: 68894

Name:

Houck, Faith

Address:

Tamarac, FL 33321

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:35:07

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1174 Project:48252 Document: 68894

Name:

Cencula, David

Address:

Sparks, NV 89441

United States of America

Outside Organization:

N/A Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: please support Alternative C. Thank you

Correspondence ID:

1176 Project:48252 Document: 68894

Name:

Hukee, Julie

Address:

Basye , VA 22810

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:35:37

Correspondence Type:

Web Form

Correspondence: I feel that closing the Moose to Wilson road to all summer traffic would be the best remedy to save the wildlife. In fall the bears must

be active feeding along that road and I can hardly believe that bicycles are allowed through an active bear area.

Perhaps Park controlled vehicles such as snow coaches could unable visitors to travel the area to see the winter wildlife.I lived in the West for 45 years and

have enjoyed the Tetons twice a year during that time. Areas should be available for tourists but not at the detriment to wildlife. Grizzlies need all the space

they can travel without human interference.

Correspondence ID:

1178 Project: 48252 Document: 68894

Name:

Wasgatt, A

Address:

Roseville, CA 95678

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is such a special place, that I can hardly wait until my next visit. Please continue to do all in your power to protect and enhance its special

qualities.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ann Wasgatt

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. My family treasures the National Park System and we visit at least one new park each year. I look forward

to visiting Grand Teton National Park.

Thank you for your good work to protect this special place.

Sincerely,

Dr. Daphne Lambright

Correspondence ID:

1180 Project:48252 Document: 68894

Name:

Gordon, Janet

Address:

Fairdale, KY 40118

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: As a girl in the 1950's and 1960's my parents made sure we 3 kids knew our country. I've traveled to every State except Hawaii and

Louisiana. I've seen the National Parks and many, many State and Local parks.

I remember the sights I saw - Mesa Verde, Grand Canyon, Zion, Tetons, Yellowstone, Mt. Rushmore, Everglades, Mt Rainier, Mt Katahdin, Adirondack

Park, Denali - and many, many more.

They MUST be preserved and taken care of. They are the gems of the United States.

When they are gone, they are gone forever. We must be responsible stewards of our land.

Correspondence ID:

1183 Project:48252 Document: 68894

Name:

Tirrell, Elaine G

Address:

Boston, MA 02129

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: This is in support of Alternative plan "C" as the preferred plan to protect the Grand Teton

historic seven-mile Moose-Wilson Road Corridor, one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves, and moose, wolves and other wildlife.

Correspondence ID:

1184 Project: 48252 Document: 68894

Name:

Kartman, Sue

Address:

Fifield , WI 54524

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:38:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sue Kartman

Correspondence ID:

1185 Project:48252 Document: 68894

Name:

Glascock, Katherine H

Address:

Studio City, CA 91607-4136

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The National Park Service has been protecting our public grounds and we must support this good work. The careful planning behind its amenities for visitors and residents alike requires our support and understanding.

Correspondence ID:

1188 Project:48252 Document: 68894

Name:

Zinn, Andrea

Address:

Brooklyn, NY 11210

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:40:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Andrea Zinn

Correspondence ID:

1189 Project: 48252 Document: 68894

Name:

GILBERT, TIMOTHY

Address:

Chesterfield, VA 23838

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support option C

Correspondence ID:

1191 Project: 48252 Document: 68894

Name:

Beldin, Joan

Address:

Portland, OR 97203-1570

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:41:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joan Beldin

Correspondence ID:

1192 Project:48252 Document: 68894

Name:

Knight, Julia

Address:

Albuquerque, NM 87106

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:41:34

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Julia Knight

Correspondence ID:

1193 Project:48252 Document: 68894

Name:

Elsasser, Fred

Address:

Tega Cay, SC 29708

United States of America

Outside Organization:

1947 Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please help us protect the wildlife along Moose Wilson Rd. It was one of our favorite roads when we visited Jackson Hole several

times 10 years ago.

Correspondence ID:

1194 Project:48252 Document: 68894

Name:

Hedrick, Erick L

Address:

Danville , IN 46122

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: National parks belong to the nation, not private businesses. Let them look for fossil fuels in their private back yards that they paid for.

Correspondence ID:

1196 Project:48252 Document: 68894

Name:

Siewert, C.

Address:

Madison, WI 53716

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternative C is the preferred plan because it does a better job

- -protecting grizzly bears, moose, wolves, and other wildlife and decreases the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road

- -limiting Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic, which is not expected to exceed 15

minutes even during the busiest times of the summer

- -extending the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area

- -creating a bicycle-friendly road by reducing the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly

pavement edges so cyclists can leave the road without incident

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1198 Project:48252 Document: 68894

Name:

Laslie, Maude A

Address:

Tacoma, WA 98422

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:43:21

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our privilege and responsibility to protect

these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Maude A. Laslie

Correspondence ID:

1199 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

kingston springs , TN 37082

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: It is very important that we keep the corridors for the wildlife of this region open and in healthy conditions.

Correspondence ID: 1200 Project: 48252 Document: 68894

Name: Kuhlman, Lewis J

Address: La Crosse, WI 54601

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 17:44:21

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspond

Name: Terrell, Walter

Address:

NYC, NY 10465

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect Grand Teton National Park and It's Environs.

Correspondence ID:

1202 Project:48252 Document: 68894

Name:

N/A, Serge

Address:

Salem, OR 97303

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:44:36

Correspondence Type:

Web Form

Correspondence: It would be Wise to leave this area alone, thank you very much :):):)

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

1204 Project: 48252 Document: 68894

Name:

willett, victoria b

Address:

Sterling, VA 20165

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:45:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Victoria Willett

Correspondence ID:

1205 Project:48252 Document: 68894

Name:

Heck, Nancy R

Address:

Santa Maria, CA 93454

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please go with Plan C.

Correspondence ID: 1207 Project:48252 Document: 68894

Name: Fasano, Marianne

Address: Batavia, IL 60510

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 17:46:06

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Marianne Fasano

Correspondence ID:

1208 Project: 48252 Document: 68894

Name:

Helmick, Charles G

Address:

Atlanta, GA 30306

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Grand Teton is a gift I've cherished since 1969; residents of Wyoming and people across the United States have as well. Please protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

1209 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Silverdale, WA 98315

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:46:17

Correspondence Type:

Web Form

Correspondence: The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

1211 Project:48252 Document: 68894

Name:

Berauer, Bernard F

Address:

Homosassa, FL 34448-5553

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Bernard,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves, and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that

support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bernard Berauer

Correspondence ID:

1212 Project:48252 Document: 68894

Name:

Baker-Smith, Gerritt and Elizabeth

Address:

East Stroudsburg, PA 18301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:46:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

We are writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporters of the National Park System,

we believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as

your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. We encourage

the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is an amazing and wonderful place. Once it's irresponsibly 'messed with', it will never be the same.

it is our responsibility to protect these precious resources for all of us and for future generations.

Thank you for your good work to protect this special place

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Maintain the current "footprint" of the road with minor changes;
- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system

Correspondence ID:

1214 Project:48252 Document: 68894

Name:

Cannon, Thomas

Address:

Haslett, MI 48840-8441

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:47:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tom Cannon

Correspondence ID: 1215 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Vienna, VA 22180

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 17:47:43

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Genevieve Miller

Corresponde

Name: Acker, Mike

Address:

Vancouver, WA 98685

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing in support of alternative C for the Moose-Wilson Road Corridor. Thank you

Correspondence ID:

1217 Project: 48252 Document: 68894

Name:

Spengler, Brett W

Address:

Durant, IA 52747/9704

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Sincerely, Brett Spengler

Correspondence ID:

1219 Project:48252 Document: 68894

Name:

Ingemi, Lynn M

Address:

Bridgewater, NJ 08807

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The National Parks need to be protected and supported because they benefit all Americans and inspire us to enhance, and enrich our

lives. Many of us will never be able to truly experience the beauty of Mother Nature until we have gone to a National Park.

Correspondence ID:

1221 Project:48252 Document: 68894

Name:

Campbell, George H

Address:

Pine Bluff, AR 71611-7654

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am for Alternate Plan C. It seems to benefit the animals as well as visitors to the park.

Correspondence ID:

1223 Project: 48252 Document: 68894

Name:

Halligan, Michele A

Address:

Chico, CA 95928

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:50:23

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place. The children of the future will also thank you.

Sincerely,

Michele Halligan

Correspondence ID:

1224 Project:48252 Document: 68894

Name:

van Oers, Tricia

Address:

Pawling, NY 12564

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: To Whom It May Concern:

I strongly support the Alternative C Plan. I believe it will be best for the Park if this Plan is implemented.

Sincerely,

Tricia van Oers

Correspondence: Do whatever you can to save our parks for future generations!!!

Correspondence ID:

1226 Project:48252 Document: 68894

Name:

Katz, Ron

Address:

Huntington Woods, MI 48070

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:51:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Name: Ugolik, Lori L

Address: Macon, GA 31211

United States of America

Outside Organization: tax paying citizen Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 17:52:23

Correspondence Type: Web Form

Correspondence: I would like to see this corridor off limits to cars, and used for hikers, snowshoeing, and park rangers, to allow wildlife to be wild!

Correspondence ID:

1229 Project: 48252 Document: 68894

Name:

Walton, John

Address:

Gualala, CA 95445

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:52:30

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John Walton

Correspondence ID:

1230 Project: 48252 Document: 68894

Name:

Davis, S.

Address:

Bristol, CT 06010

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:52:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

S Davis

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Bian Moscatello

Correspondence ID:

1232 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Springfield, MO 65810

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:52:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 1234 Project: 48252 Document: 68894

Name: Lewis, O

Address: Los Angeles, CA 90009

United States of America

Outside Organization: Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 17:53:43

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I'm writing in regards to the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

o lewis

Correspondence ID:

1235 Project:48252 Document: 68894

Name:

Maher, Linda

Address:

Newport Beach, CA 92658

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Correspondence ID:

1236 Project: 48252 Document: 68894

Name:

Hartman, Jenifer

Address:

Glenview, IL 60026

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:53:57

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jenifer Hartman

Correspondence ID:

1238 Project: 48252 Document: 68894

Name:

paleias, linda

Address:

ft. lauderdale, FL 33308

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: My husband and I join NPCA in supporting "Alternative C," the preferred plan regarding the National Park Service options for the

Moose-Wilson Road Corridor.

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

thank you,

Linda and Lewis Paleias

Correspondence ID:

1239 Project:48252 Document: 68894

Name:

Weirich, Art G

Address:

Ft.Edward, NY 12828

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:55:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Art Weirich

Correspondence ID:

1241 Project:48252 Document: 68894

Name:

coloohy, pamela c

Address:

cobleskill, NY 12043

United States of America

Outside Organization:

State University of NY Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 17:56:13

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Pam

Correspondence ID:

1242 Project: 48252 Document: 68894

Name:

Hilton, Bill

Address:

Sunnyvale, CA 94087

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:56:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1244 Project:48252 Document: 68894

Name:

Sellon, Kim

Address:

New Providence, NJ 07974

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 17:57:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kim Sellon

Correspondence ID: 1245 Project: 48252 Document: 68894

Name: LeClair, Peg

Address: Lee, MA 01238

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 17:57:09

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1246 Project: 48252 Document: 68894

Name:

Hahn, Theodore

Address:

North Scituate, RI 02857

United States of America

Outside Organization:

Unaffiliated Individual

Correspondence ID:

1247 Project: 48252 Document: 68894

Name:

Dunn, Timothy J

Address:

Babylon, NY 11702-2634

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:58:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Timothy J Dunn

Correspondence ID:

1248 Project: 48252 Document: 68894

Name:

Werner, Shahla M

Address:

Madison, WI 53714

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing to ask that you implement Alternative C in managing the Moose-Wilson Road Corridor at Grand Teton National Park in order to best protect

the natural resources and beauty of this fragile area.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but more should be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for future generations. Thank you for considering my comments, and for all the hard work you do every day to protect this special place.

Sincerely,

Shahla M. Werner

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Steven Rosenberg

Correspondence ID:

1250 Project: 48252 Document: 68894

Name:

Szymanowski, Paul

Address:

Curtice, OH 43412-0074

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 17:58:37

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1252 Project:48252 Document: 68894

Name:

Masuda, Carol

Address:

Tucson, AZ 85716

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Good management is so essential in order to keep the Grand Teton healthy and wildlife thriving. Since so many people love our

national parks, let's keep them beautiful and a pleasure to visit.

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Gina Mondazze

Correspondence ID:

1254 Project: 48252 Document: 68894

Name:

Donovan, Patrick M

Address:

Brooklyn, NY 11238

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support the plan to:

* Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

* Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

* Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

* Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

* Maintain the current "footprint" of the road with minor changes;

* Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

* Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID: 1256 Project: 48252 Document: 68894

Name: Brinkley, John M

Address: Eugene, OR 97405

United States of America

Outside Organization: McKenzie Flyfishers Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I support Alternative C.

Correspond

Name: Schweizer, Scott

Address:

Norwalk, CT 06851

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Support the C

Correspondence ID:

1258 Project:48252 Document: 68894

Name:

Lash, Cal

Address:

Glendale, AZ 85304

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: animals first, environment second, humans too many

Correspondence ID:

1260 Project:48252 Document: 68894

Name:

Britton, Bill

Address:

Livermore, CA 94550

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:01:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bill Britton

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Darnell Cate

Correspondence ID:

1263 Project: 48252 Document: 68894

Name:

Bennett, Virginia H

Address:

Honolulu, HI 96822

United States of America

Outside Organization:

National Audubon Society Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 18:02:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

1264 Project:48252 Document: 68894

Name:

Jevne, Lucretia

Address:

Vacaville, CA 95688-3811

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:03:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1265 Project:48252 Document: 68894

Name:

k, m

Address:

Gainesville, FL 32605

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:03:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

mk

Correspondence ID:

1267 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Absarokee, MT 59001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Regarding the Moose-Wilson Road Corridor - I support "Alternative C." Thank you.

Correspondence ID:

1268 Project:48252 Document: 68894

Name:

Dufficy, Judy N

Address:

Skokie, IL 60076

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:04:14

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Judy Dufficy

Correspondence ID:

1270 Project: 48252 Document: 68894

Name:

Houdashelt, Mark L

Address:

Fort Collins, CO 80521-1645

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:04:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please make the protection of wildlife and natural resources your top priority while adopting a plan that allows visitors to continue to use and enjoy the

corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but even more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mark Houdashelt

Correspondence ID:

1271 Project:48252 Document: 68894

Name:

Miller, Tami

Address:

Hampton, VA 23666

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 18:04:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tami Miller

Correspondence ID:

1273 Project: 48252 Document: 68894

Name:

Dugaw, Anne

Address:

Costa Mesa, CA 92627

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 18:04:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Anne Dugaw

Correspondence ID:

1274 Project: 48252 Document: 68894

Name:

Bennett, Bryan A

Address:

Kennesaw, GA 30144

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:04:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bryan Bennett

Correspondence ID:

1275 Project:48252 Document: 68894

Name:

Moore, Judy I

Address:

Florence, MT 59833

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:06:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Judith L. Moore

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1277 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

bham, WA 98229

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:06:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

L Sherwood

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

1280 Project:48252 Document: 68894

Name:

Barnes, Howard J

Address:

Miami, FL 33177

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:07:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Howard Barnes

Correspondence ID:

1281 Project: 48252 Document: 68894

Name:

Aniserowicz, Monika

Address:

Cracow, UN 30-012

Poland

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:07:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Monika Aniserowicz

Correspondence ID:

1283 Project: 48252 Document: 68894

Name:

Berg, Jon E

Address:

Washington, DC 20010

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:07:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jon Berg

Correspondence ID:

1284 Project: 48252 Document: 68894

Name:

Chisholm, Angell

Address:

Saint Louis, MO 63114

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:07:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Angell

Correspondence ID: 1285 Project: 48252 Document: 68894

Name: Mattes, Dale

Address: Bullhead City, AZ 86442

United States of America

Outside Organization: Mr. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 18:09:08

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dale Bryan Mattes

Correspondence ID

Name: Johnson , Mary

Address:

Edgewater , FL 32132

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:09:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mary Johnson

Correspondence ID:

1288 Project: 48252 Document: 68894

Name:

Myers, Linda M

Address:

Petersburg, PA 16669

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:09:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Linda M. Myers

Correspondence ID: 1289 Project:48252 Document: 68894

Name: Huffman, Melodie

Address: Danville, IL 61832

United States of America

Outside Organization: Mrs. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Pick Plan C

Correspondence ID

Name: Misek, Jolie A

Address:

Wonder Lake, IL 60097

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:10:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jolie A Misek

Correspondence ID:

1291 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

New haven, CT 06512

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please consider the best interest of wildlife.

Correspondence ID:

1293 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Riverton, UT 84065

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:10:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as

your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Mr. Jon Hager

Riverton, Utah

Correspondence ID:

1294 Project:48252 Document: 68894

Name:

Covell, Sandi

Address:

San Francisco, CA 94112

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park,I believe the Park Service's preferred plan, "Alternative C",

best protects the Moose-Wilson Road Corridor. I request that you choose Alternative C as your approach to future management.

Thanks very much.

Sandi Covell

Correspondence ID:

1296 Project:48252 Document: 68894

Name:

Houseknecht, Cathy

Address:

Hughesville, PA 17737

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: All of our National Parks must be protected!

Correspondence ID:

1298 Project:48252 Document: 68894

Name:

Collins, Carol L

Address:

Dover, DE 19904

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The National Park Service options for the Moose-Wilson Road Corridor have been released and I support "Alternative C," the

preferred plan.

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

- Maintain the current "footprint" of the road with minor changes;

- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the

road without incident;

- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale

shuttle system.

Again I support "Alternative C," the preferred plan.

Thanking you in advance for your attention in this most important matter.

Correspondence ID:

1299 Project:48252 Document: 68894

Name:

Musleve, Benita

Address:

akron, OH 44306

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: wildlife must be protected fr the future

Correspondence ID:

1301 Project: 48252 Document: 68894

Name:

Nahman, Ph.D, Jaime

Address:

Topanga, CA 90290

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. I have backpacked extensively through the Tetons and cannot stress enough how important it is to protect

this fabulous wildlife environment for the current and future generations. Thank you for your good work to protect this special place.

Sincerely,

I support "Alternative C," the preferred plan . This plan will better protect grizzly bears and other wildlife and limit access to the Moose-Wilson corridor to

200 cars at a time during the busiest season. It will also extend the length of the "Death Canyon" hiking trail by one mile and replace damaging

unauthorized vehicle pull-offs with a new parking area;

continue to allow winter recreational access to the road,maintain the current "footprint" of the road with minor changes;

reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident; and especially continue to study and adjust management in the corridor over time based on new peer-reviewed science.

All these factors are critical to maintain the health of this important ecosystem.

Thank you for your consideration and support.

Correspondence ID:

1304 Project:48252 Document: 68894

Name:

Johnson, Stewart C

Address:

Westfield, IN 46074

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I have become aware of the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic in all national parks has diminished the visitor experience. Please protect wildlife and natural resources as your top priority while

adopting a plan that allows visitors to continue to use and enjoy the corridor.

Grand Teton is but one of several National Parks I wish to visit as time permits. It is all of us to be responsible to protect these precious resources for

ourselves and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Stewart Clark Johnson

Correspondence ID:

1305 Project:48252 Document: 68894

Name:

Franklin, Constance

Address:

Los Angeles, CA 90026-6197

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: As an American who has traveled extensively to our National Park Systems, I am writing in support of "Alternative C", the Park

Service's preferred plan what would best protect the Moose-Wilson Road Corridor. I travel with the intention of viewing wildlife and being in America's

pristine wilderness, and as an American gravely concerned with thriving biodiversity, I genuinely hope that you made the protection of wildlife and natural

resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor. Increased vehicle traffic is congesting and

having a negative impact on wildlife that rely on the corridor. Rather, I encourage the Park Service to complete an anylysis of small -scale park transit

options that could be utilized in the corridor. This would be a win win solution for both the visitors and wildlife, which I expect is your goal.

Thank you for your serious consideration

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Don Collier

Correspondence ID:

1307 Project: 48252 Document: 68894

Name:

winkelmayer, patricia s

Address:

ocean pines, MD 21811

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Congratulations to the Moose-Wilson Planning team for their work to solve the problems of that area of the Grand Teton National

Park! With the development of so many areas closeby open areas and especially State and National Parks, it becomes vitally important to solve potential

and present problems before further problems develop. While there are many problems we are trying to find solutions to in the US, I believe that it is vitally

important to protect our National Parks, which some day may be the only areas in some parts of the US where families can enjoy the wilderness and/or at

least open and beautiful areas .

Correspondence ID:

1309 Project:48252 Document: 68894

Name:

Kjono, Pamela K

Address:

Grand Forks, ND 58201

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through

outreach to park visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jerald Vinikoff

Correspondence ID:

1311 Project:48252 Document: 68894

Name:

Depew, Robert A

Address:

Staunton, VA 24401

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:17:58

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert A. Depew

Correspondence ID: 1313

Project:

48252

Document:

68894

Name:

Dilley, Jean

Address:

White Salmon, WA 98672-8949

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: As the daughter of Willard Dilley, Chief Naturalist of Grand Teton National Park in the 1960's, I had the cherished opportunity to

spend many hours bike riding and cross country skiing on the Moose-Wilson road. It was not uncommon to see moose, bear, deer, elk, and a variety of bird

life in their natural habit. I encourage you to select Plan C option for future use of this overused road. Its value for the next generation lies in protecting this

wildlife viewing path as opposed to a shortcut to Wilson.

Thank you for the many years of diligent work in trying to resolve this issue.

Correspondence ID:

1314 Project:48252 Document: 68894

Name:

K, JO

Address:

Sierra Vista, AZ 85635

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Limit the Federal influence on these decisions. Get the Federal gov't out of the way and let the citizens decide the fate of the parks.

Correspondence ID:

1316 Project:48252 Document: 68894

Name:

Wagner, Vickie M

Address:

Three Oaks, MI 49128

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:19:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C," best protects the Moose-Wilson Road Corridor and I request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1318 Project: 48252 Document: 68894

Name:

Wagner, Robert B

Address:

Three Oaks, MI 49128

United States of America

Outside Organization:

National Parks Conservation Association Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 18:20:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1319 Project: 48252 Document: 68894

Name:

Leavel, Janet

Address:

Atlanta, GA 30340

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:20:33

Correspondence Type:

Web Form

Correspondence:

I support alternative C

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

1321 Project:48252 Document: 68894

Name:

Mangus, Tracey

Address:

Ford City, PA 16226

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:21:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Tracey Mangus

Correspondence ID:

1322 Project: 48252 Document: 68894

Name:

Toon, Beverly

Address:

Guilford, IN 47022

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:21:54

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Beverly Toon

Correspondence ID:

1324 Project: 48252 Document: 68894

Name:

Day, Edward J

Address:

Orlando, FL 32829

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:22:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Choose Alternative C -

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Edward Day

Correspondence ID:

1326 Project:48252 Document: 68894

Name:

Bonner, Patricia

Address:

Long Beach , CA 90815

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:22:34

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Patricia Bonner

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

1327 Project:48252 Document: 68894

Name:

King, Travis

Address:

Los Angeles, CA 91601

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:23:21

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1329 Project: 48252 Document: 68894

Name:

Delehant, Raymond L

Address:

Hamden, CT 06518

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: This road is the best introduction to getting to Grand Teton NP.

However appropriate measures should be taken to keep wildlife and motorists apart.

A good management plan will do this.

Correspondence ID:

1331 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Bernardston, MA 01337

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

This plan will ensure that the corridor is a safe site for humans and animals alike for years to come.

Thank you for your careful attention to this important project.

Sincerely,

Anne-Marie Mallon

Correspondence ID:

1332 Project:48252 Document: 68894

Name:

Turner, Phyllis

Address:

Winslow, AZ 86047-2821

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 18:26:23

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Phyllis Turner

Correspondence ID:

1334 Project:48252 Document: 68894

Name:

Wang, MD, Li-hsia -

Address:

Berkeley, CA 94705

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing as a long-time lover of Grand Teton National Park. The first mountain I ever climbed was the Grand, led up by my husband. We brought my

parents here just before my father died; a wonderful trip/wildflowers in full bloom/perfect weather. Please give some weight to the opinions of those who

know and love the park.

Therefore, I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park

System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative

C as your approach to future management.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Li-hsia Wang, pediatrician and outdoor lover

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

1335 Project:48252 Document: 68894

Name:

Kurtz, Kevin

Address:

Rochester, NY 14618

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:26:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kevin Kurtz

Correspondence ID:

1336 Project: 48252 Document: 68894

Name:

Walters, Wendy

Address:

Brooklyn, NY 11211

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Although the text for this letter was suggested in an email from the NPCA, I want you to know that I sincerely believe Alternative C is the best option.

Thank you for reading this letter.

Sincerely,

Wendy Walters

Correspondence ID:

1339 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Whitethorn, CA 95589

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:27:54

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bernadette Webster

Correspondence ID:

1340 Project: 48252 Document: 68894

Name:

Travis, Michael

Address:

Clearwater, FL 33761

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:28:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michael Travis, Ph.D.

Correspondence ID:

1342 Project: 48252 Document: 68894

Name:

Haseltine, Michael

Address:

Viola, ID 83872

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 18:28:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Since increased traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor,

protecting wildlife and natural resources must be your top priority, while adopting a plan that allows visitors to continue to use and enjoy the corridor must

also be done.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1343 Project: 48252 Document: 68894

Name:

Kemenesi, Rick

Address:

West Covina, CA 91791

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:28:56

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Rick Kemenesi

Correspondence ID:

1345 Project:48252 Document: 68894

Name:

Hopkins, Paul C

Address:

Norwalk, OH 44857-2642

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:29:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1346 Project:48252 Document: 68894

Name:

Ostopoff, Christine

Address:

Philadelphia, PA 19148

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:30:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Christine Ostopoff

Correspondence ID:

1348 Project: 48252 Document: 68894

Name:

Randall, Michael L

Address:

Arlington, MA 02474

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:30:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

1349 Project:48252 Document: 68894

Name:

Taylor, Jean

Address:

New York, NY 10023

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:31:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, and

as someone who has many good memories of the Tetons and hopes to make more, I believe the Park Service's preferred plan, "Alternative C", best protects

the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jean Taylor

Correspondence ID:

1351 Project:48252 Document: 68894

Name:

Campbell, Allan L

Address:

San Jose, CA 95132

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 18:31:36

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1352 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

sunrise, FL 33323

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:32:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I have visited Grand Teton several times since 2004 and I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton

National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson

Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Debbie Martin

Correspondence ID: 1354 Project: 48252 Document: 68894

Name: Perdios, Dan

Address: Palm Springs, CA 92262

United States of America

Outside Organization: Mr. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 18:32:57

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID

Name:

Smith, Mack

Address:

Talbott, TN 37877

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:33:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I'm writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and I ask that you choose the plan as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mack Smith

Correspondence ID:

1356 Project:48252 Document: 68894

Name:

Mitchell, James A

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:33:43

Correspondence Type:

Web Form

Correspondence: As a 40 yr resident and a frequent user of Teton Park and the Moose Wilson Rd. I feel that it is important that the corridor includes

- 1) A separate pathway for safe public access outside of the car, and
- 2) Forward-thinking transportation solutions, like transit.

The preferred alternative does not adequately address human safety or environmental concerns in the Moose-Wilson Corridor, particularly with regard to

the safety of young children and vulnerable inexperienced cyclists.

Vulnerable users, people on foot or bike, face the greatest danger in the Moose-Wilson Corridor.

Grand Teton National Park has suffered two human fatalities from vehicle-cyclist collisions on roads where only a shoulder was present. This plan needs to

address that threat and recognize that existing use on the Moose-Wilson Road will increase with the connected pathways valley-wide.

10% of accidents in the Moose-Wilson corridor involved cyclists and autos and pedestrians and autos. People on foot and bike deserve real measures to

ensure their safety.

Friends of Pathway supports continued safe access to the park for visitors who would like to see, experience and enjoy GTNP in a manner that intimately

connects them to their surroundings. Walking and biking are a quiet, non-polluting, low impact method for visiting the park. But visitors must be able to

travel safely, without the risk of being hurt or killed by a distracted driver.

In my time in Jackson I have lost one friend from being hit by a car. Another was severely injured and another lassoed.

Safety of non motorized users is VERY important in any plan you implement.

Correspondence ID:

1358 Project:48252 Document: 68894

Name:

Raccio, Karen

Address:

Maple Grove, MN 55311

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support Alternative C

Correspondence ID:

1360 Project: 48252 Document: 68894

Name:

Babiak, Katherine M

Address:

Port Tobacco, MD 20677

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I have had the great pleasure of visiting Grand Teton National Park and appreciate the amazing wildlife that can be encountered while realizing the problems that that proximity can bring.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Katherine Babiak

Correspondence ID:

1361 Project:48252 Document: 68894

Name:

Coen, Susan

Address:

Elizabeth, NJ 07208

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C;" it is the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road.

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer.

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area.

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing.

Maintain the current "footprint" of the road with minor changes.

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident.

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

1362 Project:48252 Document: 68894

Name:

Littlefield, West Coast Director, James H

Address:

Aptos, CA 95003

United States of America

Outside Organization:

Surfers' Environmental Alliance (S.E.A.) Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 18:36:20

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, We

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management. We have visited Grand Teton National Park and have viewed and enjoyed its wild beauty.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. We encourage

the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID: 1364 Project: 48252 Document: 68894

Name: Mahoney, Krista

Address: Sacramento, CA 95820

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 18:37:18

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Krista Mahoney

Correspondence ID:

1365 Project:48252 Document: 68894

Name:

N/A, Laura

Address:

Sacramento, CA 95818

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:37:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Laura

Correspondence ID:

1366 Project: 48252 Document: 68894

Name:

Yarger, Andrea

Address:

Hot Springs, SD 57747

United States of America

Outside Organization:

Friends of Wind Cave Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 18:38:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Andrea Yarger

Correspondence ID:

1369 Project: 48252 Document: 68894

Name:

Bettridge, David C

Address:

Providence, RI 02908

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:39:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

David Bettridge

Correspondence ID:

1370 Project: 48252 Document: 68894

Name:

Mitchell, Laura K

Address:

Charlotte, NC 28208

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Laura,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves, and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that

support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Laura Mitchell

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

1371 Project: 48252 Document: 68894

Name:

Glancy, JoAnn

Address:

Annapolis, MD 21401

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:40:28

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

JoAnn Glancy

Correspondence ID:

1373 Project:48252 Document: 68894

Name:

Drew, Barbara

Address:

Newtown, PA 18940

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:40:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely, Barbara Drew

Correspondence ID:

1374 Project: 48252 Document: 68894

Name:

Margerum, John

Address:

Philadelphia, PA 19129

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:40:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1376 Project:48252 Document: 68894

Name:

Hale, Sharon

Address:

Colorado Springs, CO 80921

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:41:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID: 1377 Project:48252 Document: 68894

Name: swain, robert&mary

Address: grand rapids, MI 49506

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Let's do everything possible to preserve, conserve, & protect our precious planet

Correspondence ID:

1378 Project:48252 Document: 68894

Name:

Uzuner, Selim

Address:

Carnation, WA 98014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I think plan "C" would best serve the preservation of the natural environment. Thank you for your consideration.

Correspondence ID:

1379 Project:48252 Document: 68894

Name:

Steele, Cheryle

Address:

La Habra, CA 90631

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:42:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cheryle Steele

Correspondence ID:

1382 Project:48252 Document: 68894

Name:

Nappi, Glenn A

Address:

Delray Beach, FL 33446

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:42:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Glenn A. Nappi

Correspondence ID:

1384 Project:48252 Document: 68894

Name:

Horowitz, Laura

Address:

Pittsburgh, PA 15217

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Laura,

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and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

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visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

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The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

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Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

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Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

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In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

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Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

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Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

I love our national parks and want to keep them healthy and pristine. Grand Teton is a gift cherished by both the residents of Wyoming and people across

the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to

protect this special place.

Sincerely,

Correspondence ID:

1385 Project: 48252 Document: 68894

Name:

O'Nan, Kathleen

Address:

Los Angeles, CA 90039

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:43:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1387 Project: 48252 Document: 68894

Name:

Wolford, John M

Address:

Baltimore, MD 21231

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:44:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John M. Wolford

Correspondence ID:

1389 Project: 48252 Document: 68894

Name:

Rorke-Davis, Shawn

Address:

Scottsdale, AZ 85261

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:44:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor. I

encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. Perhaps a parking lot with small

Park Service vans could be created.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done.

Thank you for your good work to protect this special place.

Sincerely,

Shawn Rorke-Davis

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

1390 Project: 48252 Document: 68894

Name:

Sinclair-Smith, N/A

Address:

Colorado Springs, CO 80904

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Although the parks are for us to enjoy, animal - human interactions are dangerous. There still stupid people who feed bear cubs and other wild animals. We need to decrease animal - human encounters in the parks.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Roy A. Jensen, M.D.

Correspondence ID:

1392 Project:48252 Document: 68894

Name:

Rist, Joanne

Address:

Manahawkin, NJ 08050

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:45:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joanne Rist

Correspondence ID:

1394 Project:48252 Document: 68894

Name:

Themm, Caroline

Address:

New York, NY 10025

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Correspondence ID:

1395 Project:48252 Document: 68894

Name:

Reyes, Joan

Address:

Livonia, MI 48152

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Plan C because it does the following:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

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Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to supporting Plan C, I encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale

shuttle system.

Thank you in advance for your attention to my comment.

Correspondence ID:

1396 Project:48252 Document: 68894

Name:

gronemeyer, kimberly

Address:

tampa, FL 33615

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support "Alternative C," the preferred plan.

Correspondence ID: 1397 Project:48252 Document: 68894

Name: Guard, Mary B

Address: Friday Harbor, WA 98250

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 18:47:38

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mary Guard

Correspondence ID:

1398 Project:48252 Document: 68894

Name:

Allen, III, Doug

Address:

Roswell, GA 30076

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 18:47:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Doug Allen, III

Correspondence ID:

1399 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Boise, ID 83714

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:47:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Peter Brockett

Correspondence ID:

1401 Project: 48252 Document: 68894

Name:

Sword, Shirley H

Address:

Harrisburg, PA 17111

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. It would be especially beneficial to explore

transit options that would focus on raising awareness of the public on the value of renewable energy sources and not rely on transit options that would

utilize fossil fuels. This would be a great educational opportunity for the public to understand why we need to take action to mitigate climate change.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Shirley H. Sword

Correspondence ID:

1402 Project: 48252 Document: 68894

Name:

Wiesner, John C

Address:

Castro Valley, CA 94546

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:49:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

-- John C. Wiesner

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert Dellinger

Correspondence ID:

1405 Project:48252 Document: 68894

Name:

Vollmer, Alex

Address:

San Rafael, CA 94901

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:51:01

Correspondence Type:

Web Form

Correspondence: join the NPCA in supporting "Alternative C," the preferred plan.

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Maintain the current "footprint" of the road with minor changes;
- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

1406 Project: 48252 Document: 68894

Name:

English, William

Address:

FALMOUTH, MA 02540

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

My wife and I were so impressed by Grand Teton NP that a few years later we brought the whole extended family there- -three generations. That's why I

am writing about the Moose-Wilson Road Corridor planning process at the Park. I believe the Park Service's preferred plan, "Alternative C", best protects

the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence Type:

Web Form

Correspondence: I support Alternative C which would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

1408 Project:48252 Document: 68894

Name:

Friedman, Frank L

Address:

Delanco, NJ 08075

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: As a frequent visitor to the Tetons when I was younger, I am concerned about actions that might interfere with the stability of these

parks and render visitations less rewarding than they used to be. Let us be careful with what I consider to be our most precious of all our resources - - our

National Parks.

Correspondence ID:

1410 Project:48252 Document: 68894

Name:

Stewart , B.

Address:

West palm beach , FL 33409

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: If we don't protect vulnerable property from ruin, this will become a cement country with wall to wall people. That is merely a precursor to extinction.

Correspondence ID: 1412 Project:48252 Document: 68894

Name: Iseri, Martin

Address: Fair Oaks, CA 95628

United States of America

Outside Organization: SJUSD, NCSOA, NCWLUA Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: "C" please. It is the best option.

Correspondence ID

Name: Brunton, James P

Address:

Tampa, FL 33612

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:55:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

James P. Brunton

Correspondence ID:

1414 Project:48252 Document: 68894

Name:

Bridges, Linda

Address:

Athens, IL 62613

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:55:26

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I a writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park's Service Preferred Plan, "Alternate C", best protects the Moose-Wilson Road Corridor and request that you chose Alternate C as your approach to future management.

Increased traffic has decreased the visitor experience and is having a negative effect on wildlife the rely on the Moose-Wilson Road Corridor. Please protect and preserve natural wildlife as your top priority while adopting a plan that allows visitors to continue to enjoy and use the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and future generations. Thank you for your good work to protect this place.

Sincerely,

Linda Bridges

Correspondence ID:

1416 Project: 48252 Document: 68894

Name:

Raftery, Rita

Address:

Ridgefield Park, NJ 07660

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence: I support "Alternative C," the preferred plan.

Correspondence ID:

1417 Project:48252 Document: 68894

Name:

mead, dawn m

Address:

lakewood, CO 80228

United States of America

Outside Organization:

National Parks Conservation Assoc. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 18:56:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

dawn mead

Correspondence ID:

1418 Project: 48252 Document: 68894

Name:

Webb, Brad

Address:

Statham, GA 30666

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:57:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Brad Webb

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kevin Warren

Correspondence ID:

1421 Project: 48252 Document: 68894

Name:

Evans, Keisha

Address:

East Palo Alto, CA 94303-2633

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 18:58:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Keisha Evans

Correspondence ID: 1422 Project: 48252 Document: 68894

Name: Collins, Francis

Address: Cincinnati, OH 45244

United States of America

Outside Organization: Dr. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: in line with our friends at NPCA we support "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Correspondence ID:

1423 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Portland, OR 97202

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Our family strongly supports #3 as the appropriate choice for protecting wildlife and assuring the environmentally sound future of

Grand Teton National Park.

Thank you.

The Knutsons

Correspondence ID:

1425 Project: 48252 Document: 68894

Name:

Dujon, Phyllis

Address:

Newnan, GA 30265

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place

Sincerely yours,

Phyllis Dujon

Correspondence ID:

1426 Project:48252 Document: 68894

Name:

Heyden, Neil E

Address:

Alameda, CA 94501

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: NPCA member supporting Alternative C

precious wildlife.

Please - - select Option 3 to best protect the grizzly bears.

It has the features to make adaptations that will make this treasure better protected for generations to come.

We have few chances to really make a long-term difference.

This is one of those opportunities.

Please - - use your position to implement OPTION 3.

Thanks.

Connie Weimer

Portland

Correspondence ID:

1428 Project: 48252 Document: 68894

Name:

Stone, Russell B

Address:

San Jose, CA 95148

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 19:00:25

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Russell B. Stone

Correspondence ID:

1430 Project: 48252 Document: 68894

Name:

Watson, John S

Address:

Evanston, IL 60202

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:01:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John Watson

Correspondence ID:

1431 Project:48252 Document: 68894

Name:

Halizak, Kimberly A

Address:

Los Angeles, CA 90068-4035

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:01:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kimberly A. Halizak

Correspondence ID:

1433 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Long Beach, CA 90803

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:02:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John Zimmermann

Correspondence ID:

1434 Project:48252 Document: 68894

Name:

Chucker, Judy L

Address:

St. Louis Park, MN 55416

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:02:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Judy Chucker

Correspondence ID:

1437 Project: 48252 Document: 68894

Name:

Patrick, Robert C

Address:

Everton, AR 72633

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

I first saw the Grand Tetons when I was 13 years old in 1961. It was a memory I will never forget and future generations should have the same chance I

did. Our Parks are a wonderful thing for all people, wildlife, and forests.

Sincerely,

Robert C. Patrick

Correspondence ID:

1439 Project:48252 Document: 68894

Name:

Yun, Allen

Address:

Rockville, MD 20850

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:04:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Allen Yun

Correspondence ID:

1441 Project: 48252 Document: 68894

Name:

Dixon, Joyce H

Address:

Dallas, TX 75219-3710

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:05:06

Correspondence Type:

Web Form

Correspondence: Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Correspondence ID:

1442 Project: 48252 Document: 68894

Name:

Lewis, Pravin

Address:

Darien, IL 60561

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:05:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

strongly believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative

C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Pravin Lewis

Correspondence ID:

1444 Project: 48252 Document: 68894

Name:

Donnelly, Stephen M

Address:

Easthampton, MA 01027

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:07:08

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan for the Moose-Wilson Road Corridor.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Correspondence ID:

1445 Project: 48252 Document: 68894

Name:

Cappuccio, Sharon

Address:

Hammonton, NJ 08037

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:08:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sharon Cappuccio

Correspondence ID:

1447 Project:48252 Document: 68894

Name:

Allam, Catherine

Address:

Ann Arbor, MI 48103

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Grand Teton NP is a precious treasure that deserves every thoughtful care as generational considerations and technological gadgets

increase.

It is our responsibility to review and improve steps taken to protect this area with the years and changes in climate that affect every area, particularly

sensitive areas.

I stand with the alternative plan C that reduces the impact of automobiles on the road and increases the range of hikers and cross-country skiers.

Please insure that future generations will reap the benefit of decisions made today.

Correspondence ID:

1449 Project:48252 Document: 68894

Name:

Gallagher, Glenn W

Address:

Simi Valley, CA 93065-2369

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:10:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Glenn Gallagher

Correspondence ID:

1451 Project:48252 Document: 68894

Name:

McCuen, Annie F

Address:

Salem, OR 97302

United States of America

Outside Organization:

Tourist/ in retirement Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 19:10:20

Correspondence Type:

Web Form

Correspondence: On two occasions these past years, we have travelled to the Grand Tetons. We LOVE the area, but were extremely concerned about

the wild life. On the Wilson road, we were stopped to allow a juvenile grizzly to make up his mind about crossing, the poor things should not have to dodge

cars in order to meander in their backyards. What about only allowing tramways on wheels to take tourists around, stopping and loading along the way.

Cars have no business in such beautiful, precious environment. Pollution is another huge problem, for wildlife and humans both. Please decide to reduce

the impact of the human influx during the summer months.

Thank you for your attention. We would love to come back and see improvements.

Correspondence ID:

1452 Project:48252 Document: 68894

Name:

Ellis, R.

Address:

Crystal Lake, IL 60014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:10:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

R. Ellis

Correspondence ID:

1453 Project:48252 Document: 68894

Name:

Johanson, Erica

Address:

Hopewell, NJ 08525

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:10:23

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System and

visitor of the Grand Tetons Park, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request

that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Erica Johanson

Correspondence ID: 1455

Project:

48252

Document:

68894

Name:

Silvers, Margaret

Address:

Mill Spring, NC 28756

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:11:19

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor. The

preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the Park

Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Margaret Silvers

Correspondence ID:

1457 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Newark, DE 19711

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:12:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

We are writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As supporters of the National Park System, we

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert and Joan Bennett

Correspondence ID: 1458 Project:48252 Document: 68894

Name: N/A, N/A

Address: Coon Rapids, MN 55448

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I support alternative C.

Correspondence ID

Name:

Swenson-Zakula, Kimberly

Address:

Excelsior, MN 55331

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:12:49

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kimberly Swenson-Zakula

Correspondence ID:

1460 Project:48252 Document: 68894

Name:

Frank, Tom

Address:

Saint Louis, MO 63146

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 19:13:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tom Frank

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jordann Wine

Correspondence ID:

1462 Project: 48252 Document: 68894

Name:

Mendez, Leslie

Address:

El Cerrito, CA 94530

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support Alternative c.

Thank you

Correspondence ID:

1464 Project: 48252 Document: 68894

Name:

Chieco, Eileen

Address:

Ashland, OR 97520

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:15:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Eileen Chieco, Ph.D.

Correspondence ID: 1465 Project: 48252 Document: 68894

Name: anderson, janie R

Address: San Jose, CA 95123

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: AT THIS HORRENDOUS TIME FOR ANIMALS WE MUST DO EVERYTHING POSSIBLE TO PROTECT AND PRESERVE

THEM THIS IS AN AREA OF TREMENDOUS VEHICLE USE TRAFFIC AT TIMES IS VERY HEAVY THIS IS BAD FOR THE ANIMALS, IT

SEEMS THE usda AND THE FISH AND WILDLIFE SERVICE R NOT THA CONCERNED AOUT PRESERVING LIFE IN THIS INSTANT THERE

IS A PLAN, aLTERNATIVE c IS NOT PERFECT BUT IT IS A BEGINNING AND I FEEL IS THE BEST ONE AT THIS TIME. THIS AREA IS A

VERY IMPORTANT AREA THAT NEEDS TO PRESERVED FOR NOW AND THE FUTURE

Correspond

Name: Lotven, Jay

Address:

Fort Worth, TX 76110

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: None

Correspondence ID:

1467 Project:48252 Document: 68894

Name:

Marasco, Summer

Address:

Costa Mesa, CA 92626

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:16:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1469 Project: 48252 Document: 68894

Name:

McKenna, Colleen

Address:

Brunswick, ME 04011

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Correspondence ID: 1470 Project:48252 Document: 68894

Name: Grindle, Rev. Charles E

Address: Kennebunk, ME 04043

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Lets' do what's best for animals first and people second.They were here before us...

Correspondence ID:

1471 Project:48252 Document: 68894

Name:

Ramaci, Lisa

Address:

NY, NY 10009

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to

grizzly bears, wolves, and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

I urge the National Park Service to support "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale

shuttle system.

Thank you for considering my request.

Correspondence ID:

1472 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Maplewood, MN 55117

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:19:34

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joseph Wenzel

Correspondence ID: 1473 Project: 48252 Document: 68894

Name: waldron, janice y

Address: Lake Jackson, TX 77566

United States of America

Outside Organization: Ms. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: We need to keep our national parks so people will be able to visit and experience nature.

Correspondence ID:

1474 Project:48252 Document: 68894

Name:

Pierce, Brian

Address:

Green Bay, WI 54311

United States of America

Outside Organization:

3115 Brook Park Dr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternate C, please.

Correspondence ID:

1476 Project:48252 Document: 68894

Name:

Walters, Robyn S

Address:

Montoursville, PA 17754

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:21:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robyn S Walters, Ph.D.

Correspondence ID:

1477 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

West Seneca, NY 14224

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We have to save the Grand Teton because it has beauty in the animals it has and the landscape. Please do whatever you can to protect

it.

Thank you for taking the time to read this letter.

Sincerely,

Brenda

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nadine Busnach

Correspondence ID:

1479 Project: 48252 Document: 68894

Name:

Haley, Stacia

Address:

Seattle, WA 98108

United States of America

Outside Organization:

American. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: My father worked for the Forest Service, the Roosevelts and Rockefellers and Chittendens and Kennedys come from the Northeast

where I grew up. Keep your grubby corporate paws off our wilderness.

Correspondence ID:

1482 Project: 48252 Document: 68894

Name:

K, C M

Address:

Lake Geneva, WI 53147

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:24:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Colleen Krohn

Correspondence ID:

1483 Project: 48252 Document: 68894

Name:

DeMaio, Arline j

Address:

Little Falls, NY 13365

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:25:11

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mrs .Arline J DeMaio

59 Burwell Street

Little Falls, NY 13365

516 314 6221

norskebear@hotmail.com

Correspondence ID:

1485 Project:48252 Document: 68894

Name:

Morsey, Paul

Address:

Owensboro, KY 42303-9301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:25:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Paul Morsey

Correspondence ID:

1487 Project:48252 Document: 68894

Name:

Roesch, Dwight H

Address:

Friendswook, NY 77546

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: As a member of the National Parks Conservation Association, I urge you to back "Alternative C" for the Moose-Wilson Road

Corridor. It is a reasonable and workable solution to many of the current problems facing the Corridor and the areas around it. For example, it better

protects grizzly bears, moose, wolves, and other wildlife, while decreasing the potential for conflict between people and wildlife.

C would limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic.

This plan does a multitude of other things: It would:

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Maintain the current "footprint" of the road with minor changes;
- Reduce the speed limit from 25 to 20 miles per hour;
- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, the members of NPCA are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

1488 Project:48252 Document: 68894

Name:

Pasqua, John

Address:

ESCONDIDO, CA 92025

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: SUPPORT ALTERNATE C THE PREFERRED PLAN .

Correspondence ID:

1490 Project:48252 Document: 68894

Name:

scarry, patrick k

Address:

o'fallon, MO 63366

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:28:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Patrick scarry

Correspondence ID:

1492 Project: 48252 Document: 68894

Name:

Burgess, Wendy

Address:

Park Ridge, IL 60068

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:29:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Wendy Burgess

Correspondence ID:

1493 Project:48252 Document: 68894

Name:

Vaniman, Jill M

Address:

Alexandria, VA 22304

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing in regards to Grand Teton National Park. Please supprt the Pak's Service preferred plan, Alernative C. This park and st

wildlife need o be preserved for future generations. It is a beautiful asset to our country and needs to stay that way. Thank you.

Correspondence ID:

1494 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Saint Helen, MI 48656

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:31:26

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1496 Project: 48252 Document: 68894

Name:

Blount, Susan

Address:

Atlanta, GA 30350

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:32:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan Blount

Correspondence ID:

1497 Project: 48252 Document: 68894

Name:

Dunham, Susan

Address:

Worthington, MA 01098

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:32:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan Dunham

Correspondence ID:

1499 Project: 48252 Document: 68894

Name:

Erbs, Lori

Address:

Acme, WA 98220

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect the natural integrity of the Teton Wilderness by choosing Alternative C.

Correspondence ID:

1501 Project:48252 Document: 68894

Name:

Fura, David

Address:

San Francisco, CA 94133

United States of America

Outside Organization:

1973 Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 19:34:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1503 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Victor, ID 83455

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:35:17

Correspondence Type:

Web Form

Correspondence: I like Alternative C.

You have done a great job and due diligence.

Thanks for extending the comment period.

I love the Death Canyon ideas and the realignment of North sector. Can you reroute the beaver pond section to the airstrip?

I think the "one car in one car out" even during peak summer traffic is kind of dumb and would be a pain to enforce.

I don't think a separate path way is necessary.

I think the LSR could be plowed to and open for parking in winter, adding a cool winter destination with out environmental impact.

My 2nd choice would be no action. What does Gov Mead prefer ? What does JHMR prefer ?

Thanks again,

Gregory Collins

Correspondence ID:

1504 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Bethesda, MD 20814

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

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believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and by me. It is our responsibility to protect these

precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mary Karen Olson

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

1505 Project:48252 Document: 68894

Name:

krause, doug

Address:

fargo, ND 58108

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:36:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Doug Krause

Correspondence ID: 1507 Project: 48252 Document: 68894

Name: Covington, Laurel

Address: Lutz, FL 33548

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Help fight

Correspondence ID:

1508 Project: 48252 Document: 68894

Name:

Schlesinger, Sybil E

Address:

Natick, MA 01760

United States of America

Outside Organization:

U.S. Citizen Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 19:37:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sybil Schlesinger

Correspondence ID:

1509 Project:48252 Document: 68894

Name:

Christman, Mary A

Address:

Muskegon, MI 49445

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Our National Parks are our National Heritage. It is our duty to be good stewards of these precious gifts of Nature.

Correspondence ID:

1511 Project:48252 Document: 68894

Name:

Powell, Lance A

Address:

Everett, WA 98204

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:38:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lance Powell

Correspondence ID:

1513 Project:48252 Document: 68894

Name:

Hurter, Diane

Address:

Roswell, GA 30075

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:39:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Diane Hunter

powered by Blackbaud

nonprofit software

Correspondence ID:

1514 Project: 48252 Document: 68894

Name:

Bowers, Chad A

Address:

Arvada, CO 80005

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:40:37

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Chad & Rowan Bowers

Correspondence: Please keep the Grand Tetons Wild and do not build a corridor through the tetons.

This road will break up habitat for wildlife and endanger the habitats that they use to pass through the Wilderness of the Grand Tetons Plateau.

Correspondence ID:

1517 Project:48252 Document: 68894

Name:

Rusch, Denyce B

Address:

Fairfield, IA 52556

United States of America

Outside Organization:

NPCA. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 19:42:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is one of my favorite places on the planet, and our family visits every chance we get. It is a gift cherished by both the residents of Wyoming

and people across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for

your good work to protect this special place.

Sincerely,

Denyce Rusch

Correspondence ID:

1518 Project:48252 Document: 68894

Name:

Vogel, Steven J

Address:

Falls Church, VA 22046-4121

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:42:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Superintendent David Vela,

I am writing to ask you to suport "Alternative C," I beleve Alternative C would best protect the Moose-Wilson Road Corridor

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Thank you,

Art Kolter

alkolter@gmail.com

Juneau Alaska

Correspondence ID:

1520 Project:48252 Document: 68894

Name:

Picchetti, Gloria

Address:

Chicago, IL 60613

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 19:46:14

Correspondence Type:

Web Form

Correspondence: Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through

outreach to park visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science

Correspondence ID:

1522 Project:48252 Document: 68894

Name:

Csolak, Janet

Address:

Webster Groves, MO 63119

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:46:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Janet Csolak

Correspondence ID:

1523 Project:48252 Document: 68894

Name:

Hazel, Tim R

Address:

Tucson, AZ 85710

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please save and take care of our National Parks. Not only for my own enjoyment, but also for sons and grandchildren. It is a great and

wonderful legacy to pass on to future generations.

Thanks

Correspondence ID:

1526 Project: 48252 Document: 68894

Name:

Mazuji, Nasrin

Address:

Sierra Vista, AZ 85635

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:47:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nasrin Mazuji

Correspondence ID:

1527 Project:48252 Document: 68894

Name:

romero , mary

Address:

mesa, AZ 85210 3136

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Free gods createsion! god bless.

Correspondence ID:

1528 Project: 48252 Document: 68894

Name:

Aderhold, Steven

Address:

Fallbrook, CA 92028

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:48:26

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Steve Aderhold

Correspondence ID:

1530 Project: 48252 Document: 68894

Name:

Gray, Alice D

Address:

Port Orchard, WA 98366

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:48:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

alice d gray

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

JW Shields

Correspondence ID:

1532 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Chapel Hill, NC 27516

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I join NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition I encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Janet Tice

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Nancy Rasmussen

Correspondence ID:

1534 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Cold Spring , NY 10516

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:51:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Serena Klempin

Correspondence ID:

1536 Project: 48252 Document: 68894

Name:

Welling, Jeannette

Address:

Thousand Oaks, CA 91362

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:51:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jeannette Welling

Correspondence ID:

1537 Project: 48252 Document: 68894

Name:

Endress, Daphne

Address:

Katy, TX 77450

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:51:42

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. I have heard so many wonderful comments about Grand Teton and plan to take my family next summer.

Thank you for your good work to protect this special place.

Sincerely,

Daphne Endress

Correspondence ID:

1539 Project: 48252 Document: 68894

Name:

Pauls, Theresa M

Address:

Fenton, MO 63026

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:52:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

T Pauls

Correspondence ID:

1541 Project:48252 Document: 68894

Name:

Soares, Faye L

Address:

Pollock Pines, CA 95726

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:53:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Faye Soares

Correspondence ID:

1542 Project:48252 Document: 68894

Name:

Johnston, Jessica M

Address:

Tucson, AZ 85716

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:53:13

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jessica Johnston

Correspondence ID:

1543 Project:48252 Document: 68894

Name:

Soares, David

Address:

Pollock Pines, CA 95726

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:54:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

David Soares

Correspondence ID: 1545 Project:48252 Document: 68894

Name: Jatinen, Jane E

Address: Austin, TX 78733

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: To protect the animals, please select option C.

Correspond

Name: Fitz , Fran

Address:

Irvine, CA 92618

United States of America

Outside Organization:

All Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Save

Correspondence ID:

1547 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Hillsboro, OR 97124

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:55:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sondra Huber

Correspondence ID:

1549 Project: 48252 Document: 68894

Name:

dildine, charles

Address:

st.clair, MI 48079

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:56:52

Correspondence Type:

Web Form

Correspondence: i would favor any program that puts wildlife as the first priority and visitor viewing as a 2nd priority, there fore I would favor having a public transport system into this corridor so people would get the experience with the presence

of a park ranger on the transport system to teach about the wildlife and the need to protect their habitat. I would do this during peak times- summer/fall. the park is one of most beautiful I have visited, photographed and I have been to all the national parks in the u.s. it is especially very beautiful in the fall.

Correspondence ID:

1550 Project:48252 Document: 68894

Name:

Sirois, Brent

Address:

Brooklyn, NY 11218

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:57:19

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you for your consideration.

Sincerely,

Brent Sirois

Correspondence ID:

1551 Project: 48252 Document: 68894

Name:

Geist, Sandra

Address:

Santa Cruz, CA 95060

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:59:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sandra Geist

Correspondence: I support Alternative C. This plan would better protect grizzlies, moose, wolves and other wildlife and reduce conflict between people

and wildlife. Limit Moose-Wilson Corridor access to 200 cars at a time. This would not exceed a wait time over 15 min. Reduce speed limit to 20mph.

consider a small scale shuttle system for visitors.

Correspondence ID:

1553 Project:48252 Document: 68894

Name:

Price, Elisabeth

Address:

Albuquerque, NM 87110

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 19:59:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Elisabeth Pri e

Correspondence ID:

1555 Project:48252 Document: 68894

Name:

Gleaton, Dianne S

Address:

Lake Panasoffkee , FL 33538

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: A delay such as is suggested would not be a hardship just to be able to enjoy this region of our country.

Received:

Dec,07,2015 20:01:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alan Arnold

Correspondence ID:

1558 Project:48252 Document: 68894

Name:

Larson, Brian

Address:

Seattle, WA 98117

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:02:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Brian Larson

Correspondence ID:

1559

Project:

48252

Document:

68894

Name:

Davis, Jeff

Address: Boulder, CO 80302

United States of America

Outside Organization: Mr. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: The non-human animals must come first so please do what is necessary for them first. This is too important to screw up, animals first

priority please

Correspondence ID:

1560 Project:48252 Document: 68894

Name:

Sames, Thea A

Address:

South Portland, ME 04106

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I used to live and work in Yellowstone, Grand Teton National Park and Jackson WY; all are beautiful places and will only remain so

if wildlife is safe and able to live in their most natural habitat possible. Humans belong there at a limited rate and should not disturb what is meant for

wildlife.

Correspondence ID:

1562 Project: 48252 Document: 68894

Name:

Frey, John W

Address:

Lexington, MA 02420

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:04:39

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John W. Frey

Correspondence ID: 1563 Project: 48252 Document: 68894

Name: Thompson, Keith

Address: St. Paul, MN 55104

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 20:05:53

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1564 Project: 48252 Document: 68894

Name:

Johnson, Lorraine D

Address:

Seattle, WA 98118-2851

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:07:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

1565 Project: 48252 Document: 68894

Name:

Schneider, Edward R

Address:

Philadelphia, PA 19154

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 20:07:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Edward R Schneider

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1568 Project:48252 Document: 68894

Name:

Livingston, C.J.

Address:

Seattle, WA 98115

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I worked in Grand Teton National Park many years ago, for one summer. This territory is best experienced in the slow lane - the most

amazing views and experiences happen when you go slow or stay still and let the environment and wildlife move at their speed around you. Limiting the

speed, encouraging bicycles, all sound like a good way to let some visitors get a chance to be integrated into the scene, if only for a little while. Snow

covered roads in winter are an excellent way to slow down and appreciate what is there; motorized vehicles should not be interrupting those willing to use

their own muscles to earn a view of wilderness in the winter!

As concerns the Moose-Wilson Road Corridor planning process at Grand Teton National Park, I believe the Park Service's preferred plan, "Alternative C",

contains the best plan and request that you choose Alternative C to guide your approach. It seems the best offered to limit the human impact on this

wonderful place, preserving it, at least partly, for future generations.

Thank you for your good work to protect this wonderful place.

Correspondence ID:

1569 Project:48252 Document: 68894

Name:

Lind, Britt

Address:

Thousand Oaks, CA 91360

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:08:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

sharon_mader_90b.jpg

Correspondence ID:

1570 Project:48252 Document: 68894

Name:

Strickland, Tracy

Address:

Littleton, CO 80123

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:09:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tracy Ann Strickland

Correspondence ID:

1571 Project: 48252 Document: 68894

Name:

Harrison, Jeane

Address:

Des Moines, IA 50321

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:09:16

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is cherished by residents of Wyoming as well as people across the United States and the world. We must protect these precious resources for

all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Barbara A. Keegan

Correspondence ID:

1574 Project:48252 Document: 68894

Name:

Moissant , Helen

Address:

Central Point , OR 97502

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:12:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

The Moissant Family

Correspondence ID:

1575 Project: 48252 Document: 68894

Name:

Weed, Ardeth L

Address:

Edmonds, WA 98020-4000

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:12:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

ArdethL. Weed

Correspondence ID:

1576 Project: 48252 Document: 68894

Name:

Hubbard-Reeves, Susan F

Address:

Pensacola, FL 32504

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:13:24

Correspondence Type:

Web Form

Correspondence: Dear: Grand Teton Superintendent David Vela

I am writing regarding the Moose- Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I believe the

Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan Hubbard-Reeves

Correspondence ID:

1579 Project:48252 Document: 68894

Name:

Smith, John

Address:

New York, NY 10017

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 20:14:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, Alternative C, best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John Smith

Correspondence ID:

1580 Project:48252 Document: 68894

Name:

Grames, Patricia A

Address:

Tucson, AZ 85745

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

As someone who enjoyed Grand Teton National Park fifty years ago when our children were young, I am interested in preserving the park from more

congestion and make it more like the beautiful, quiet place I remember. I support Alternative C, which I understand has the following provisions:

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the Death Canyon hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current footprint of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists

can leave the road without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Patricia Grames, age 83

Correspondence ID:

1581 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Modesto, CA 95350

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:15:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

The wildlife and environment should come first with this decision. Limiting human interference is important.

Correspondence ID:

1582 Project:48252 Document: 68894

Name:

Neuhauser, Alice

Address:

Manhattan Beach, CA 90266

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C."

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

- Maintain the current "footprint" of the road with minor changes;

- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the

road without incident;

- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale

shuttle system.

Thank you, Alice Neuhauser

Correspondence ID:

1584 Project: 48252 Document: 68894

Name:

Brinsky, Kris

Address:

Bethel Park, PA 15102

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Thank you for your good work to protect this special place.

Sincerely,

Kris Brinsky

Correspondence ID:

1586 Project: 48252 Document: 68894

Name:

Disidoro, Karen

Address:

Swan Point, MD 20645

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:19:25

Correspondence Type:

Web Form

Correspondence: Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Karen Disidoro

Correspondence ID:

1587 Project: 48252 Document: 68894

Name:

West, Paul

Address:

Fort Collins, CO 80526

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:19:37

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Paul West

Correspondence ID:

1589 Project:48252 Document: 68894

Name:

Cuff, Kermit F

Address:

Mountain View, CA 94041

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:21:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

As a frequent visitor to Wyoming and Grand Teton National Park in particular, I'm writing regarding the Moose-Wilson Road Corridor planning process at

Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the

Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 1590 Project: 48252 Document: 68894

Name: White, Michael P

Address: Los Angeles, CA 90059-3400

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 20:22:01

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michael P. White

Correspondence ID

Name: Sembrowich, Nita D

Address:

Cambridge, MA 02139

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor and is making the experience less pleasant for

human visitors. Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the

corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. A few years ago I visited Zion National Park

and found that the shuttle system worked well.

Thank you for your good work to protect this special place.

Correspondence ID:

1592 Project:48252 Document: 68894

Name:

Pena, Deanna M

Address:

Houston, TX 77036-6739

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:23:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Deanna M. Peña

Correspondence ID:

1594 Project: 48252 Document: 68894

Name:

N/A, Carl

Address:

Plano, TX 75025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:24:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

1596 Project: 48252 Document: 68894

Name:

Gabrie, Joan F

Address:

Perkasie, PA 18944

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: because I've never seen it

Correspondence ID:

1598 Project: 48252 Document: 68894

Name:

Dengler, Donna

Address:

Victor, ID 83455

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vila,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management

I have traveled Moose-Wilson Road to view wildlife for many years with my family and friends. The current large amount of traffic that has greatly

increased over the last few years is having a negative affect on GTNP. Large groups of people speed through the corridor and regard it as some kind of

freeway, honking at and passing slow moving vehicles viewing wildlife. Please protect wildlife and natural resources as your top priority while adopting a

plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Donna Dengler

Correspondence ID:

1599 Project:48252 Document: 68894

Name:

schreur, lois

Address:

omaha, NE 68104

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternative C gets my vote. Anything that we can do to promote healthy environment and living for our wildlife is essential.

Correspondence ID: 1600 Project:48252 Document: 68894

Name: Cohen, Howard J

Address: Palo Alto, CA 94306

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 20:28:38

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Howard J Cohen, Ph.D.

Correspond

Name: Holmeyer, Mary C

Address:

Phoenix, AZ 85051

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please help the Wildlife for future generations

Correspondence ID:

1602 Project:48252 Document: 68894

Name:

Benoit, Marguerite

Address:

Norwalk, CT 06851

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:29:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Marguerite Benoit

Correspondence ID:

1604 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

New York, NY 10028

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have visited Grand Teton Park, a great national treasure, and for that reason I am writing about the Moose-Wilson Road Corridor in

Grand Teton Park, and to urge the adoption of "Alternative C" for planning for this region.

Alternative C is best able to protect wildlife including grizzly bears, moose, and wolves. It would also lessen conflict between wildlife and people by

outreach to park visitors and road closures when the bears come to close to the roads.

I favor limiting Moose-Wilson corridor access to 200 cars at a time in the busy summer periods. Wait times can be posted, and they will not be too long,

and I know that visitors to the park will understand why these are important and glad to be a part of these conservation efforts.

I also favor extending the length of the "Death Canyon" hiking trail by a mile. Also I favor replacing unauthorized pull-offs with a new dedicated parking area.

By all means I favor allowing winter recreational access to the road, which is closed to vehicles.

I favor essentially maintaining the current footprint of the road with tiny tweaks.

I favor reducing the speed limit from 25 to 20 mph, and it would be extremely useful to add "share the road" signs, and to create pavement edges for bicyclists.

By all means, management of the corridor should continue to be studied and adjustments made on the basis of peer-reviewed science.

Grand Teton is a great treasure for our nation and for Wyoming and Plan C would best preserve this magnificent region for now and for the future.

Thank you.

Correspondence ID:

1605 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Hamilton, NJ 08610-6321

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:30:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Henry Montague

Correspondence ID:

1607 Project:48252 Document: 68894

Name:

Sweeney , Wesa

Address:

Willisburg , KY 40078

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:31:02

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1609 Project:48252 Document: 68894

Name:

Inman, K.

Address:

Fort Collins, CO 80521

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:31:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1611 Project:48252 Document: 68894

Name:

Greene, William A

Address:

New Orleans, LA 70118

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:34:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

William A. Greene

Correspondence ID:

1613 Project:48252 Document: 68894 Private:Y

Name:

Boggs, Christopher E

Address:

Akron , OH 44313

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence ID:

1614 Project:48252 Document: 68894

Name:

Flanagan, Marianne

Address:

Des Plaines, IL 60018

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Several plans have been submitted and I support Plan C. It will limit traffic on the road, keeping it accessible without widening it and

disrupting wildlife. It will afford protection to both grizzlies and people by closing roads when the bears are too close. This will help avoid instances that

result in injury to tourists and bears alike. These measures will ensure that the integrity of the park is intact and the wildlife which is so important to the

park is protected.

It also allows for better recreational use of the park by extending the Death Canyon trail and continuing to allow snow shoes and cross country skiing. By

adding new, scenic parking areas the integrity of the road will be preserved. This plan allows for tourists to continue to enjoy the park without having to

compromise the park itself or the wildlife that makes the park their home.

Correspondence ID:

1616 Project:48252 Document: 68894

Name:

Siegrist, Toni M

Address:

Boston, MA 02116

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:37:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1617 Project: 48252 Document: 68894

Name:

Carrillo, Stephen

Address:

Albany, CA 94706-2055

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I'm writing to voice my support for Alternative "C" in regard to the Moose-Wilson corridor. I have not yet been to Grand Teton

National Park, but hope to see it someday. I believe this alternative best serves the park's wild habitat.

Thank you for your attention.

Correspondence ID:

1618 Project:48252 Document: 68894

Name:

Janzen, Gayle

Address:

Seattle, WA 98133

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing in support of Alternative C in regards to the Moose-Wilson Road Corridor planning process at Grand Teton National

Park. Alternative C will be the best protection for the Moose-Wilson Road Corridor and the animals who depend on it.

The traffic has increased to the point where it is having an extremely negative affect on the wildlife that rely on this corridor for their comings and going.

While the preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, I don't believe it goes far enough. So I

hope the Park Service will complete an analysis of small-scale park transit options such as shuttle options, that could be utilized in the corridor.

I support Alternative C for the reasons below:

- It better protects grizzly bears, moose, wolves, and other wildlife; and decreases the potential for conflict between people and wildlife through outreach

to park visitors and road closures when bears are too close to the road;

- It limits the Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and

outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the

summer;

- It extends the length of the "Death Canyon" hiking trail by one mile and replaces damaging unauthorized vehicle pull-offs with a new parking area;

- It will continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

- It maintains the current "footprint" of the road with minor changes;

- It will reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave

the road without incident;

- It will continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Alternative C really is the best proposal to keep this important corridor safe for people and animals alike. Thank you

Correspondence ID: 1620

Project:

48252

Document:

68894

Name:

de Vincent, Lisa

Address:

Los Angeles , CA 90064

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect our parks.

Correspondence ID:

1621 Project:48252 Document: 68894

Name:

Patrick, Jane

Address:

Cedarville, OH 45314

United States of America

Outside Organization:

USAF Retiree Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 20:43:29

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Jane Patrick

Correspondence ID:

1623 Project:48252 Document: 68894

Name:

Hepburn , Isabel

Address:

Port St. Lucie , FL 34953

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence: Please protect wildlife and don't kill even more...!

Correspondence ID:

1624 Project: 48252 Document: 68894

Name:

Raychaudhuri, Sumana

Address:

New York, NY 10025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please continue your support of the Grand Teton Park.

Correspondence ID:

1626 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Rochester Hills, MI 48307

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:45:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you

Correspondence ID:

1627 Project:48252 Document: 68894

Name:

Dycus, Terry

Address:

San Marcos, CA 92078-2050

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:46:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Terry Dycus

Correspondence ID:

1628 Project: 48252 Document: 68894

Name:

Goldenberg, Georgan

Address:

Chicago, IL 60645

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: It is important that the NPS is protected at all times. We are not only protecting for the present but for future generations. I have

friends and family who always use the parks for canoeing, fishing, hiking and camping. Where would we be if we didn't have them.

Correspondence ID:

1630 Project: 48252 Document: 68894

Name:

Koch, Joann

Address:

Lebanon, CT 06249

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:47:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a strong supporter of the National Park

System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative

C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I strongly

encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joann Koch

134 Olenick Rd

Lebanon, CT 06249

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jim Lansing

Correspondence ID:

1632 Project: 48252 Document: 68894

Name:

Fly, Carol

Address:

Austin, TX 78727

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:48:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Carol Fly

Correspondence ID:

1634 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Albany, OR 97321

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: To ensure delivery to your inbox, please add us to your address book:
takeaction@npca.org

Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Amy,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Amy Roberts

Correspondence ID:

1635 Project: 48252 Document: 68894

Name:

Gurtler, Barbara

Address:

Peoria, IL 61614

United States of America

Outside Organization:

Sierra Club Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 20:48:57

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Barbara Gurtler

Correspondence ID:

1637 Project: 48252 Document: 68894

Name:

Cordero, David and Ann K

Address:

Longview, WA 98632

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:51:34

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. As former park rangers at Yellowstone, we truly appreciate the wildlife of the Grand Tetons. Thank you

for your good work to protect this special place.

Sincerely,

David and Ann Cordero

Correspondence ID: 1638

Project:

48252

Document:

68894

Name: Lee, Chimey

Address:

Berkeley, CA 94703

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: What ever it takes-we need do all we can to preserve all of our national and regional parks for our future.

Correspondence ID:

1639 Project:48252 Document: 68894

Name:

Livingston, Elaine D

Address:

Vestal, NY 13850

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:54:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Elaine Livingston

Correspondence ID:

1641 Project:48252 Document: 68894

Name:

Platter-Rieger, Mary F

Address:

San Diego, CA 92105-5130

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, Alternative C, best protects the Moose-Wilson Road Corridor. I request that you choose Alternative C as your

approach to future management.

Thank you for considering my comment.

Correspondence ID:

1643 Project: 48252 Document: 68894

Name:

Irvin, Robert

Address:

Racine, WI 53406

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:56:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a strong supporter of the National Park

System, and Grand Teton Park itself, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and

request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert Patrick Irvin

Correspondence ID:

1645 Project: 48252 Document: 68894

Name:

Hurley, Gaylene

Address:

Medford, OR 97501

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 20:58:15

Correspondence Type:

Web Form

Correspondence: ample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1646 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Loves Park, IL 61111

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:00:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tina Brenza

Correspondence ID:

1649 Project:48252 Document: 68894

Name:

Long, Jennie

Address:

Bellevue, ID 83313

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. As a former resident of Wyoming, the Grand Tetons and Moose -Wilson road were one of the first

treasures my family and I enjoyed 31 years ago when we first moved West. I am grateful that now my children and grandchildren still share the love of this

beautiful area as we meet in the Tetons for family celebrations, since it is halfway between our home in Idaho and theirs in Casper, WY. Thank you for your

good work to protect this special place. I want my grandchildren to be able to bring their children and grandchildren to Grand Teton and the Moose -Wilson

road corridor, too. Thank you!

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

1650 Project: 48252 Document: 68894

Name:

Cannon, John R

Address:

Front Royal, VA 22630

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:01:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John Cannon

Correspondence ID: 1651 Project: 48252 Document: 68894

Name: Smaluk-Nix, Kathleen A

Address: Louisville, KY 40214-1647

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 21:02:02

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Kathleen Smaluk-Nix

Correspondence ID

Name: Cannon, Maxine G

Address:

Front Royal, VA 22630

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:02:19

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Maxine Cannon

Correspondence ID:

1653 Project:48252 Document: 68894

Name:

Fisher, Sharon G

Address:

Front Royal, VA 22630

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:03:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sharon G. Fisher

Correspondence ID:

1655 Project:48252 Document: 68894

Name:

Johanessen, Kathryn

Address:

Stamford, CT 06906

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 21:04:30

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1656 Project: 48252 Document: 68894

Name:

Sheffer, Jeanne M

Address:

Stafford, NY 14143-9552

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:04:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jeanne Sheffer

Correspondence ID:

1658 Project:48252 Document: 68894

Name:

Linder, Nancy

Address:

Port Charlotte, FL 33952

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. I visited Grand Teton National park in 2009, and

I was wowed by it's natural beauty! As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects

the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor. The

visitors come to see the wildlife, but the visitors will not have anything to enjoy if the wildlife disappears to do interruption in their lifestyle. Visitors don't

come to "rush", they came to meander, so waiting 15 minutes to enter a passageway would be just fine. There's beauty to enjoy around you no matter where

you go.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1660 Project: 48252 Document: 68894

Name:

Potts, Ruth L

Address:

Edgewater, MD 21037

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:08:19

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ruth L. Potts

Correspondence ID: 1661 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Lisbon, UN 00000

Portugal

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Preserve!

Correspondence ID:

1662 Project: 48252 Document: 68894

Name:

Maxell, Diana J

Address:

Kamas, UT 84036

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have had many wonderful times while driving the Moose-Wilson, WY Road and while hiking in the area. Obviously, in the interests

of the land, the wildlife, and for people using all types of locomotion, it is time to make improvements and changes. I support option C.

Correspondence ID:

1664 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Scottsdale, AZ 85262

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:09:26

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1665 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Fox Point, WI 53217-3506

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Having visited the Grand Teton Park 50 years ago (when Jackson Hole was a two eatery town) I know it is now swamped with

visitors (2 & 4 footed) in the summertime. Please protect the beauty and wildlife of the Tetons by approving "Altenative C", which protects the Moose-

Wilson Road Corridor. Our National Parks deserve this commitment - and more generous funding from Congress.

Correspondence ID:

1666

Project:

48252

Document:

68894

Name:

N/A, N/A

Address: Falkville, AL 35622

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: You should not allow Arch Coal to reap profits while adding huge amounts of climate pollution to our atmosphere, all at the expense

of wild, roadless forest! KEEP ARCH COAL OUT OF OUR FORESTS!

Correspondence ID:

1667 Project:48252 Document: 68894

Name:

Kawszan, Karen

Address:

Spring, TX 77379

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:10:19

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela:

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1668 Project: 48252 Document: 68894

Name:

Wright, Trigg

Address:

Klein, TX 77379

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:11:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1670 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Hollidaysburg, PA 16648

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please approve option C. Thank you!

Correspondence ID:

1672 Project: 48252 Document: 68894

Name:

Popoff, dave

Address:

Colville, WA 99114

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:13:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dave Popoff

Correspondence ID:

1673 Project:48252 Document: 68894

Name:

Barnes , Sharon L

Address:

Encino , CA 91436

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:15:06

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sharon Barnes

Correspondence ID: 1674 Project:48252 Document: 68894

Name: BLAKE, DARLENE

Address: LONGMONT, CO 80501

United States of America

Outside Organization: Ms. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I think OPTION C WOULD BE THE BEST SCENARIO FOR THE WILDLIFE OF THE AREA.

NATURE DOESN'T NEED HUMANS. HUMANS NEED NATURE.

WE SHOULD GIVE PREFERENCE TO THE WELL BEING OF THE ENVIRONMENT AND THE WILDLIFE.

Correspondence ID

Name:

Robison, Cheryl

Address:

Fort Worth, TX 76107

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Plan C seems to address most of the problem, short of making an overpass or underpass for traffic. It is imperative, though, that we protect the wildlife and territory.

Correspondence ID:

1676 Project: 48252 Document: 68894

Name:

masar, jacki

Address:

knoxville, TN 37932

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to

grizzly bears, wolves, and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Thank you.

Alida Bockino

Correspondence ID:

1678 Project: 48252 Document: 68894

Name:

Freeman, Dave k

Address:

Camp Verde, AZ 86322

United States of America

Outside Organization:

DAD's Rod Shop Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 21:17:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dave Freeman

Correspondence ID:

1680 Project:48252 Document: 68894

Name:

Brown, Robert M

Address:

Fircrest, WA 98466

United States of America

Outside Organization:

Primerica Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Here are my comments:

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas. Of course, visitors are interested in seeing this diverse woldlife.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! I support "Alternative C".

This plan would:

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outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

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Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Thanks.

Correspondence ID:

1681 Project:48252 Document: 68894

Name:

Polifroni, Josephine

Address:

Danville , CA 94526

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: To Whom It May Concern;

Regarding consideration to address problems for the Moose-Wilson Road Corridor of Grand Teton National Park, I am writing to express firm support for

Option C. I believe it will provide the best protection for the park, and wild life, while allowing visitors to still fully enjoy the park.

I believe it is critical to make sure that visitors have access to see how beautiful our parks are to enlist their continuing support but, at the same time, I

realize that visitors can have a negative impact on the ecosystem so it must be protected.

To this end, I believe Plan C offers the best advantage to address all aspects.

Thank you for your time considering these comments.

Sincerely,

Josephine Polifroni

Correspondence ID: 1682 Project: 48252 Document: 68894

Name: Yerena Jr, Julian

Address: Parlier, CA 93648

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 21:20:13

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Julian Yerena Jr

Correspondence ID

Name: Bengel, Laura A

Address:

Batavia, OH 45103

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:20:24

Correspondence Type:

Web Form

Correspondence: Just limit the traffic a little in the summer when the wildlife is busier. Monitor closely for the safety of both the people & the wildlife.

Correspondence ID:

1684 Project:48252 Document: 68894

Name:

Banks, Wesley D

Address:

Vancouver, WA 98682-0067

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:21:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Wesley D. Banks

Correspondence ID:

1686 Project:48252 Document: 68894

Name:

Arnold, Ben

Address:

Tamarac, FL 33321

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park:

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Thank you.

Correspondence ID:

1687 Project: 48252 Document: 68894

Name:

Melrose, Janine J

Address:

Madison, WI 53707

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:24:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1689 Project: 48252 Document: 68894

Name:

belcastro, frank

Address:

dubuque, IA 52001-6327

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:25:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

frank belcastro

Correspondence ID:

1690 Project: 48252 Document: 68894

Name:

Whitson, Helene

Address:

Berkeley, CA 94709

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

We wouldn't have created any of our National Parks, Monuments, Seashores, etc., if they weren't special places. It is our DUTY to protect them and to keep

them in their natural states as much as possible. With the burgeoning number of humans on this earth and the resultant disastrous climate change, we need

to protect our wild spaces and the flora, fauna, air, water, and land within. We also need to teach humans to respect these places and to tread lightly.

Alternative C is a good start to leaving SOME of the earth the way it might have been, while allowing humans to interact with our precious wild land, flora, and fauna.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Helene Whitson

Correspondence ID:

1691 Project:48252 Document: 68894

Name:

Nunez , William A

Address:

Las Vegas, NV 89108

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Keep working hard on this matter due to the fact that we as citizens have to a legacy for the next generation!

Correspondence ID:

1693 Project:48252 Document: 68894

Name:

Simmons, Andrea

Address:

Friday Harbor, WA 98250

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Our National Parks are a vital source of both beauty and a responsibility to protect the animals that live there, that they may remain

healthy and strong for all to appreciate and enjoy while protecting our heritage for the future.

Correspondence: A VIEW FROM THE DRIVER'S SEAT, 2017.

Look at this line of cars 20 deep, engines idling, tempers flaring. How long have we been waiting? Seems like forever. The LSR lot is full, so is Granite

Canyon, cars parked there all day or more, maybe camping. Should we pull a u-turn? More miles, more gas, more traffic through town, and I just can't deal

with that Y intersection. No good options. Wouldn't it have been a great idea to have a shuttle available for those who want to move through this glorious

winding road to Moose or any trailhead in the park? They could use energy-efficient, low-emission vehicles for the shuttles, maybe open-air, like golf carts

or jeeps, or like the tour busses in Europe, or cities like Seattle or Pittsburgh. Too bad nobody thought of it. Seems like such a nice idea. Hey, our bikes are

on the car, let's park and enjoy a ride to Moose, see things more slowly, get some exercise, no carbon footprint whatsoever. But wait, no shoulder, no

pathway, no safe place to ride, let alone walk. I heard a young girl was killed here several years ago on her bike. You'd think park officials, town officials,

the public, someone would have demanded a pathway through here by now. But I heard the wildlife folks didn't like that idea. Can't imagine a moose is any

more threatened by a bicycle than the abhorrent behavior of folks stopped in a moose jam. Seems they'd just rather have us in our idling cars. They even

paved the mile stretch from Granite north, which encourages driving all the more. Strange priorities, I'd say. This makes me angry. And the locals, I'll bet

they are beyond angry. They must be fed up. After all, this is their home, we are just visitors. We can put up with a poorly managed stretch of road for a

few days, but the locals have to live with this every day. No eco-friendly option for these miles, no way to complete the loop around the valley, in a town

like this where conservation is supposedly valued. GTNP really dropped the ball. How could they let this happen? Seems they could have taken a creative

and innovative approach to manage the increased demand, with all the recourses and brain power in this fancy town. Seems they've missed an opportunity

to view this road from somewhere other than the drivers' seat. What a shame. Let's go to Zion next summer, I hear they have shuttles.

Correspondence ID:

1695 Project:48252 Document: 68894

Name:

Blidar, Ronald C

Address:

Parker, CO 80134

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

I have been a frequent visitor to the Park and always travel on this road and have seen grizzly bear and moose. However, I have experienced the traffic

jams that can cause harm to the wildlife

Sincerely,

Correspondence ID: 1696 Project: 48252 Document: 68894

Name: ozkan, dogan

Address: Fairbanks, AK 99701

United States of America

Outside Organization: Mr. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 21:35:07

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID

Name: Teevan, John

Address:

Red Bank, NJ 07701

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:35:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John P Teevan III

Correspondence ID:

1699 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Nevada, MO 64772

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:37:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan Thornton

Correspondence ID: 1700 Project: 48252 Document: 68894

Name: Wade, Lauren R

Address: Ironton, OH 45638-1116

United States of America

Outside Organization: Miss Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I Support The Alternative C Plan To Help The Animals

Correspondence ID

Name: Smith, Moreland

Address:

Talent, OR 97540

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:39:08

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Moreland Smith

Correspondence ID:

1702 Project:48252 Document: 68894

Name:

Kern, Carol

Address:

Oberlin, OH 44074

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternative C would provide access to the park area without disrupting so much of the wildlife. After all, they were there long before

we decided to keep it pristine for their live styles. We've damaged enough of our natural resources and wildlife areas. I am disheartened by the tendencies

to destroy people and animals so that a few people can fatten their holdings. We used to be better caretakers of our lands...the only ones who truly care

anymore are the Indigenous Native American Indians who we also continue to abuse and deny respect and protection.America is going to hell quickly.

Correspondence ID:

1704 Project:48252 Document: 68894

Name:

N/A, Jeri

Address:

Philadelphia, PA 19128

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:42:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jeri Lutman

Correspondence ID:

1706 Project:48252 Document: 68894

Name:

Kelly, Wayne

Address:

Ashland, OR 97520

United States of America

Outside Organization:

Select... Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 21:43:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Wayne Kelly

Correspondence ID:

1707 Project:48252 Document: 68894

Name:

Speer, Cheryl

Address:

Camas, WA 98607

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:44:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cheryl Speer

Correspondence ID:

1708 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Minnetonka, MN 55305

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

David Stewart

Correspondence ID:

1710 Project:48252 Document: 68894

Name:

Klock, William

Address:

Watauga, TX 76148

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I'm not going to waste your time here . Alternative C is the best option good job compiling this option. Thanks.

Correspondence ID: 1711 Project:48252 Document: 68894

Name: M., Judy

Address: Fullerton, CA 92833

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 21:49:12

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Judy M.

Correspondence ID:

1712 Project:48252 Document: 68894

Name:

N/A, vanessa

Address:

oakland, CA 94608

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I strongly urge your support for Alternative C of the Moose-Wilson corridor as it'll best protect Grizzlies and other wildlife, while

decreasing the potential for dangerous conflict between people and wildlife through visitor education, especially in reducing traffic during the busiest summer months. Through park signage and outreach visitors outside the corridor will know the wait time

for access which might well not exceed 15 minutes even during high season. Length of the so-called Death Canyon hiking trail will also be extended by

one mile and damaging unauthorized vehicle pull-offs will be replaced by a new parking area.

Alternative C will also continue to allow exciting winter recreational access to the road which is closed to vehicles for cross-country skiing and

snowshoeing and this by maintaining the current footprint of the road with minor changes.

Importantly Alternative C will also reduce speed limit 5 miles per hour adding important get-way time for slower-moving wildlife, along with Share the

Road signage.

Bicycle-friendly pavement edges will also be created under this plan so cyclists might more easily leave the road without incident. These advantages and

more will continued to be studied and managed.

Correspondence ID:

1714 Project:48252 Document: 68894

Name:

Watson, Chris

Address:

Knoxville, TN 37931

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:51:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1715 Project:48252 Document: 68894

Name:

Powell, Kathleen

Address:

Vallejo, CA 94590

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 21:52:36

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kathleen Powell

Correspondence ID:

1717 Project: 48252 Document: 68894

Name:

Valentine, Karen J

Address:

Soquel, CA 95073

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:52:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Karen J. Valentine

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

1718 Project:48252 Document: 68894

Name:

Perez, Luiz

Address:

East Hampton, NY 11937

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:53:12

Correspondence Type:

Web Form

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Sincerely,

Luiz Perez

Correspondence ID:

1720 Project:48252 Document: 68894

Name:

Erwin, Jeffrey

Address:

Reno, NV 89502

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:54:29

Correspondence Type:

Web Form

Correspondence: Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Correspondence ID:

1721 Project:48252 Document: 68894

Name:

Anderson, Sylvia I

Address:

Abuquerque, NM 87123-3827

United States of America

Outside Organization:

New Mexico Wilderness Alliance Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Superintendent Vela,

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approach to future management.

Correspondence: I prefer alternative C.

Correspondence ID:

1723 Project:48252 Document: 68894

Name:

Spain, Steve

Address:

Owings, MD 20736

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:56:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Steve Spain

Correspondence ID:

1724 Project:48252 Document: 68894

Name:

Rooks, Alyssa

Address:

Goshen, OH 45122

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 21:57:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alyssa

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

1727 Project:48252 Document: 68894

Name:

Smith, Cristina

Address:

Los Angeles, CA 90019

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Increasing traffic from increasing human population is a problem everywhere, and along with it is danger from collisions resulting in death and injury for

animals and people. I live in a busy city and am well aware of the tragic consequences of what are sometimes called "steel coffins," as well as all the

resulting pollution.

Thank you for protecting parks and wildlife from these destructive effects.

Sincerely,

Cristina Smith

Correspondence ID:

1728 Project:48252 Document: 68894

Name:

durbin, stephen

Address:

coupeville, WA 98239

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Correspondence Type: Web Form

Correspondence: PLEASE SUPPORT ALTERNATIVE PLAN "C"....!!!

Correspondence ID:

1729 Project:48252 Document: 68894

Name:

Klock, William

Address:

Watauga, TX 76148

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternative C is well thought out great job no doubter.

Correspondence ID:

1730 Project:48252 Document: 68894

Name:

P, Adam

Address:

Boulder, CO 80301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:00:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Adam P

Correspondence ID:

1732 Project: 48252 Document: 68894

Name:

Williams, Catherine

Address:

Tucson, AZ 85719

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:01:54

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System and

someone who has visited Grand Teton National Park, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road

Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Catherine Williams

Correspondence ID:

1734 Project:48252 Document: 68894

Name:

Head, Kris

Address:

Garden Grove, CA 92843

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 22:03:12

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely, Kris Head

Correspondence ID:

1735 Project: 48252 Document: 68894

Name:

Cummins, Milla

Address:

Livingston, MT 59047

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:03:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic, including haphazard and obstructive roadside parking, has diminished the visitor experience and is having a negative effect on

wildlife that rely on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that allows

visitors to continue to use and enjoy this special corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Milla Cummins

Correspondence ID:

1737 Project: 48252 Document: 68894

Name:

Hipp, James

Address:

Bellingham, WA 98226-1745

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:05:26

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

James Hipp

Correspondence ID:

1738 Project: 48252 Document: 68894

Name:

Hughes, Kevin

Address:

Newtown, CT 06470

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:05:57

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kevin Hughes

Correspondence ID:

1739 Project:48252 Document: 68894

Name:

Covington, Diana

Address:

Tacoma, WA 98465

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 22:06:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mrs. Diana Covington

Correspondence ID:

1742 Project:48252 Document: 68894

Name:

Koivisto, Ellen

Address:

San Francisco, CA 94122

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:08:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ellen Koivisto

Correspondence ID:

1743 Project:48252 Document: 68894

Name:

MCGILLIGAN, MARY E

Address:

TWO HARBORS, MN 55616

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:09:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1745 Project:48252 Document: 68894

Name:

Glass, Malcolm

Address:

Clarksville, TN 37040

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support Alternative Plan C!

Correspondence ID: 1746 Project:48252 Document: 68894

Name: Fielder, Linda

Address: Carrollton, TX 75006

United States of America

Outside Organization: Dr. Unaffiliated Individual

Affiliation: Member

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: PROTECT THE WILDLIFE IN OUR WILDLIFE RICH AREAS!!!!!!

Correspondence ID:

1747 Project: 48252 Document: 68894

Name:

Claymore, Thomas H

Address:

Pound, WI 54161

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I live next to many National Parks, love them all for their beauty and landmarks, we need to protect them as they are or in some make improvements to camp sites.

Correspondence ID:

1748 Project: 48252 Document: 68894

Name:

Mogg, Margaret L

Address:

Menahga, MN 56464-2005

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:12:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Margaret L. Mogg

Correspondence ID:

1751 Project:48252 Document: 68894

Name:

Carp, Sandra N

Address:

San Marcos, CA 92078-3908

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:14:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and I request that you choose Alternative C as

your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sandra Carp

Correspondence ID:

1752 Project:48252 Document: 68894

Name:

Sleva, Cathy

Address:

Seal Beach, CA 90740

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:14:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you for your consideration,

Cath Sleva

Correspondence ID:

1754 Project: 48252 Document: 68894

Name:

Selbin, Susan

Address:

Albuquerque, NM 87107

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released. I support "Alternative C" as the preferred plan.

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
 - Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
 - Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Maintain the current "footprint" of the road with minor changes;

- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

I also encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

1756 Project: 48252 Document: 68894

Name:

Reynolds, Ronda

Address:

Waterboro, ME 04030

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:16:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ronda Reynolds

Correspondence ID:

1757 Project:48252 Document: 68894

Name:

Green, Jamie

Address:

Ventura, CA 93004

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:19:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1759 Project:48252 Document: 68894

Name:

Meslar, Gerald

Address:

Edgerton, WI 53534

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:21:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1761 Project:48252 Document: 68894

Name:

Gaponoff, Sharma L

Address:

Grass Valley, CA 95949

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:24:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sharma L Gaponoff

Correspondence ID:

1763 Project: 48252 Document: 68894

Name:

shapiro, ellene

Address:

highland park, IL 60035

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Keeping the planet safe - making it better if possible - for all of its inhabitants enhances the lives of all. No one species; plant, animal

or human can deem its perceived needs to be paramount. It takes both education and common sense to understand such - and increasing will to implement.

If we humans can not nor do not implement what is necessary, we betray our own species.

Correspondence ID:

1764 Project:48252 Document: 68894

Name:

lafond, david j.

Address:

Holyoke, MA 01040-3502

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendant Vela:

i am writing to encourage you to implement "Alternative C" as the new plan to address congestion & related problems. Alternative C would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Correspondence ID:

1766 Project:48252 Document: 68894

Name:

Cardinal, Enid D

Address:

Baldwinsville, NY 13027

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:27:24

Correspondence Type:

Web Form

Correspondence: Please support option C. Interaction with the wildlife needs to be kept to a minimum. Road speed should be reduced for their

protection. Recreational vehicles

should not be allowed. They create noise pollution and add to the carbon pollution. Our country needs to reduce this as best we can. We should be leaders

who the world can look to. Do as I do not as I say. We need to be environmentally friendly. Where better to show how this is done then with our national

parks?

Correspondence ID:

1767 Project:48252 Document: 68894

Name:

Wilson, Debra J

Address:

ashland, OR 97520

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

I support Alternative C - the preferred plan.

The plan would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Maintain the current "footprint" of the road with minor changes;
- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I would like the National Park Service to study and consider transportation options for visitors, such as a small-scale

shuttle system.

Correspondence ID:

1769 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

novato, CA 94945

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Protect Wild Areas, Bears, and other Wildlife!

Correspondence ID:

1771 Project:48252 Document: 68894

Name:

St. Angelo, Richard M

Address:

Cloverdale, CA 95425

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Sincerely,

Richard St. Angelo

Correspondence ID:

1773 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Madison, WI 53703

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing to give input into the Moose-Wilson Road Corridor planning process at Grand Teton National Park. The Park Service's preferred plan,

"Alternative C", best protects the Moose-Wilson Road Corridor and is your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations.

Thank you for your good work protecting this special place!

Correspondence ID:

1774 Project:48252 Document: 68894

Name:

Morales, Barbara

Address:

Belmont, NC 28012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: WHY CAN'T YOUR PEOPLE JUST LEAVE MOTHER NATURE ALONE!!!!!!!!!! SHE DOES NOT NEED YOUR HELP!!!!!!!!!!

BESIDES ALL PARK LANDS BELONG TO ALL AMERICANS NOT JUST A FEW!

Correspondence ID:

1775 Project:48252 Document: 68894

Name:

Thornburg, Merrie

Address:

Chicago, IL 60660

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:40:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1777 Project: 48252 Document: 68894

Name:

Nelson, Donna M

Address:

Brooklyn Park, MN 55443

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:43:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Donna M Nelson

Correspondence: As the Grand Teton National Park was the second one I ever visited and I still have fond memories I am writing today in support of

Plan "C" for the Moose-Wilson Road corridor.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Thank you for your thoughtful consideration.

Correspondence ID:

1780 Project:48252 Document: 68894

Name:

Peranio-Paz, Giana

Address:

Hendersonville, NC 28792

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:47:11

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Giana Peranio-Paz

Correspondence ID:

1781 Project: 48252 Document: 68894

Name:

MacKenzie, Michelle

Address:

San Carlos, CA 94070

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I write as someone who fell in love with Grand Teton National Park when I visited it four years ago. My family and I are planning a return trip, in hopes of enjoying its beautiful scenery and abundant wildlife.

I write today regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1782 Project:48252 Document: 68894

Name:

White, Scott

Address:

Southington, OH 44470-9514

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:47:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Scott White

Correspondence ID:

1784 Project: 48252 Document: 68894

Name:

Wiesner, Joseph

Address:

Milwaukee, WI 53212

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I've learned the National Park Service is considering options for the Moose-Wilson Road Corridor. I hope the Service will choose

Alternative "C".

"C" better protects wildlife, keeps traffic to reasonable levels while allowing sufficient access, and allows for a better hiking option (Death Canyon Trail).

"C" also offers safer passage for cyclists.

I appreciate you reading my comments.

Correspondence ID:

1786 Project:48252 Document: 68894

Name:

Fischman, Lawrence

Address:

Yarmouth, ME 04096

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:50:44

Correspondence Type:

Web Form

Correspondence: As a three time visitor to Grand Teton National Park, I support the alternative plan "C", which would better protect grizzly bears,

moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when

bears are too close to the road; limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park

signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest

times of the summer; Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new

parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing; Maintain the current

"footprint" of the road with minor changes; Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly

pavement edges so cyclists can leave the road without incident; Continue to study and adjust management in the corridor over time based on new peer-

reviewed science.

Thanks for your consideration.

Lawrence Fischman

Correspondence ID:

1787 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Pacifica, CA 94044

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 22:51:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mark Golembiewski

Correspondence ID: 1788 Project: 48252 Document: 68894

Name: Fuessel, Chere C

Address: Tennessee Ridge, TN 37178

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please do the RIGHT thing, not the most politically expedient thing.

Correspondence ID

Name: Hobbs, Joan

Address:

Mountain Home, ID 83647

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:00:23

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

RE: Moose-Wilson Road Corridor planning process at Grand Teton National Park. The Park Service's preferred plan, "Alternative C", best protects the

Moose-Wilson Road Corridor. Request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. Please complete

an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by residents of Wyoming and people across the United States, and it is our responsibility to protect these precious resources

for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joan Hobbs

Correspondence ID:

1790 Project: 48252 Document: 68894

Name:

Claypool, Duane

Address:

Miles City, MT 59301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:00:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Duane Claypool

Correspondence ID:

1792 Project: 48252 Document: 68894

Name:

Rumiantseva, Elena A

Address:

Seattle, WA 98103

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:03:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1794 Project:48252 Document: 68894

Name:

Greenwald, Ken

Address:

Santa Monica, CA 90404

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I will keep it simple:

I am aware The National Park Service options for the Moose-Wilson Road Corridor have been released.

I am asking you to support "Alternative C," the preferred plan.

Thank you for your time.

Correspondence ID:

1796 Project:48252 Document: 68894

Name:

Fiore, Janet

Address:

St. Anne, IL 60964

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Comment about the Moose-Wilson Road Corridor planning at OUR Grand Teton National Park. The Park Service's preferred plan, "Alternative C" best

serves to protect the Moose-Wilson Road Corridor.

We request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having multiple and increasing negative effects on wildlife that rely on this corridor.

Protection of ecosystems, of wildlife, and natural resources should be your top priority while adopting a plan that educates and, only then, allows visitors to

use the corridor. Education of the public is important because U.S. children and adults have little ecosystem education.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. We encourage

the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States. It is our responsibility to protect these precious

resources. Thank you for your good work to protect this special place.

Sincerely,

Janet Fiore

Correspondence ID:

1797 Project: 48252 Document: 68894

Name:

Chu, Jonathan

Address:

Fremont, CA 94539

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:11:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jonathan Chu

Correspondence ID:

1799 Project:48252 Document: 68894

Name:

Heyneman, Amy

Address:

Bainbridge Island, WA 98110

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:20:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Amy Heyneman

Correspondence ID:

1800 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Castroville, CA 95012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:21:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Barbara Harper

Correspondence ID:

1801 Project: 48252 Document: 68894

Name:

Saxon, Diana

Address:

Salem, OR 97301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:23:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Diana Saxon

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1803 Project: 48252 Document: 68894

Name:

Winter, Jennie N

Address:

Belmont, CA 94002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:29:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jennie N. Winter

Correspondence ID: 1805 Project:48252 Document: 68894

Name: Younger , Lyn M

Address: San Jose , CA 95111

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,07,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please choose Alternative C which makes the best for this magnificent park.

Correspondence ID

Name: Petro, Pat A

Address:

Arlington, VA 22205

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:33:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Pat Petro

Correspondence ID:

1807 Project:48252 Document: 68894

Name:

Schaechtel, David A

Address:

San Luis Obispo, CA 93401

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:39:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

David Schaechtel

Correspondence ID:

1809 Project: 48252 Document: 68894

Name:

Evans, Michael W

Address:

Los Angeles, CA 90034

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:43:16

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Correspondence ID:

1810 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Los Gatos, CA 95032

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:43:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

S Feiven-Alleston

Correspondence ID:

1813 Project: 48252 Document: 68894

Name:

Smalley, Brian

Address:

Oakland, CA 94605-4404

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:54:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Correspondence ID:

1814 Project: 48252 Document: 68894

Name:

vlasiadis, andreas

Address:

athens, UN 17778

Greece

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 23:56:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Andreas Vlasidis

Correspondence ID:

1816 Project:48252 Document: 68894

Name:

Volker, Virginia S

Address:

Birmingham, AL 35222-4020

United States of America

Outside Organization:

Crestwood South Neighborhood Association Unaffiliated Individual

Affiliation:

Member

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please do not destroy the beauty of this National Natural Treasure!

The Grand Tetons cannot be replace!

Correspondence: Please join NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Correspondence ID:

1818 Project:48252 Document: 68894

Name:

Chang, Patricia L

Address:

West Lafayette, IN 47906-5354

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:06:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Patricia L. Chang

Correspondence ID: 1819 Project: 48252 Document: 68894

Name: Marcus, Martin

Address: San Diego, CA 92120

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:08:57

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Martin Marcus

Correspondence ID

Name: Holland, Brett

Address:

Los Angeles, CA 90026

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:09:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Brett

Correspondence ID:

1821 Project:48252 Document: 68894

Name:

Feuille, Leslie M

Address:

Washington, DC 20009-1830

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:11:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1823 Project:48252 Document: 68894

Name:

Grotzke, Mark J

Address:

Tinley Park, IL 60477

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:14:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mark Grotzke

Correspondence ID:

1824 Project:48252 Document: 68894

Name:

Sederquest, Evan

Address:

Chester, NH 03036

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:17:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Evan Sederquest

Correspondence ID:

1827 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

San Francisco, CA 94123-3118

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:23:57

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1828 Project:48252 Document: 68894

Name:

Burke, Bonnie M

Address:

San Diego, CA 92160

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:26:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bonnie Margay Burke

Correspondence ID:

1830 Project: 48252 Document: 68894

Name:

LaVonne, Nadine

Address:

Seattle, WA 98107

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am definitely in favor of Alternative C for the Grand Teton National Park. Thank you.

Correspondence ID:

1832 Project: 48252 Document: 68894

Name:

Brown, Shelley

Address:

Los Angeles, CA 90016

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: To Whom It May Concern,

This is a majestic and precious wildlife zone. It is so important that we protect the wildlife in this corridor and Alternative C is the best way to ensure that

outcome. If we continue to disturb these habitats there will be nothing much left to see.

Thanks for your consideration of my comment.

Correspondence ID:

1834 Project:48252 Document: 68894

Name:

Delaney, Janet

Address:

Austin, TX 78731-4824

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:53:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C," best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Janet Delaney

Correspondence ID:

1835 Project:48252 Document: 68894

Name:

Barclay, Patricia A

Address:

Blountstown, FL 32424

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:57:25

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

1837 Project: 48252 Document: 68894

Name:

Huff, Mr & Mrs Richard R

Address:

Fort Wayne, IN 46815-7335

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Mr & Mrs Richard,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Richard and Nancy Huff

Correspondence ID:

1839 Project:48252 Document: 68894

Name:

N/A, Robin

Address:

Greenwood, MO 64034

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 01:13:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dr. Robin Rysavy

Correspondence ID:

1840 Project:48252 Document: 68894

Name:

Seltzer, Elizabeth E

Address:

Parkside, PA 19015

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect & increase our parks & wilderness areas.

This is responsible & sustainable behavior which we all need to practice.

Stop destroying our Planet!

Correspondence ID:

1841 Project:48252 Document: 68894

Name:

Avant, Laura

Address:

Denver, CO 80207

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The national parks are our legacy. They must be protected in every conceivable way if they are to survive the abuses of use, the

shocks of weather disorganization, automobile pollution and man made pollutants of every kind. They are simply too beautiful for us to ruin by greed.

Correspondence ID:

1843 Project: 48252 Document: 68894

Name:

French, James

Address:

Seattle, WA 98103

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 01:48:43

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

James French

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dan Nixon

Correspondence ID:

1845 Project:48252 Document: 68894

Name:

Pinque, Meryl

Address:

Bangor, ME 04401

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 01:54:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Meryl Pinque

Correspondence ID: 1847 Project: 48252 Document: 68894

Name: Perruccio, Frank J

Address: Chantilly, VA 20151-1325

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 02:02:52

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Frank J Perruccio

Correspondence ID:

1848 Project:48252 Document: 68894

Name:

Keller, Robert

Address:

Parsippany, NJ 07054

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 02:03:26

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Robert Keller

Correspondence ID:

1849 Project: 48252 Document: 68894

Name:

Allen, Elizabeth

Address:

Cornelius , NC 28031

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 02:05:02

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Elizabeth Allen

Correspondence ID: 1851

Project:

48252

Document:

68894

Name:

N/A, N/A

Address:

Valencia, CA 91355

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 02:21:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Anita Wisch

Correspondence ID:

1852 Project:48252 Document: 68894

Name:

Nelson, Steven P

Address:

Atlanta, GA 30329

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 02:21:30

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Steven Nelson

Sincerely, enicia

Correspondence ID:

1854 Project: 48252 Document: 68894

Name:

Kelly & Family, Lisa Ann

Address:

Santa Barbara, CA 93101

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 02:28:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

My family and I are writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As supporters of the National Park

System, we believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose

Alternative C as your approach to future management.

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the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

The Kelly Family (five of us):

Lisa Ann

Chad

Geoffrey

George and

Tristan

Correspondence ID:

1856 Project: 48252 Document: 68894

Name:

Devine, Sarah

Address:

Morton, IL 61550

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 02:44:22

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sarah Devine

Correspondence ID:

1857 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Aurora, NY 13026

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 03:13:13

Correspondence Type:

Web Form

Correspondence: ear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, MaryAnn Burch

Correspondence ID:

1859 Project: 48252 Document: 68894

Name:

JONAS, HENRY F

Address:

GALLATIN, TN 37066

United States of America

Outside Organization:

HOME OWNER Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please continue to save our wild life refuges at all cost. Once man is allowed a foothold in, then the damage is already irreversible. It

is a proven fact that what ever man touches, no matter how slight, the land starts being developed. Loggers are just the beginning of a piece of land being

destroyed. Once the ecosystem is messed with,in most all cases there are no do overs, or I am sorry, or it was an accident, will ever make the land return to

its natural habitat.

Correspondence ID:

1861 Project:48252 Document: 68894

Name:

keys, catherine e

Address:

Medford, OR 97501

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I urge you to select the Option C plan for the Moose-Wilson Road Corridor project.

Correspondence ID:

1862 Project:48252 Document: 68894

Name:

Hensgen, Eric

Address:

Tampa, FL 33629

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 03:23:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Eric M. Hensgen

Correspondence ID:

1864 Project:48252 Document: 68894

Name:

Hartenstine, Dennis

Address:

Birdsboro, PA 19508-8036

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I support "Alternative C" plan for the Grand Teton National Park.

Thank You,

Dennis Hartenstine

Correspondence ID:

1865 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Bennett, CO 80102

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 03:52:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mary Levant

Correspondence ID:

1866 Project:48252 Document: 68894

Name:

Mora, Lauren

Address:

Rectortown, VA 20140

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 03:53:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Gavin Kramer

Correspondence ID:

1868 Project:48252 Document: 68894

Name:

Kostis, Steven L

Address:

New York, NY 10001

United States of America

Outside Organization:

KKI Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 04:09:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 1870 Project: 48252 Document: 68894

Name: Revilla, Oscar

Address: San Sebastian de los Reyes, UN 28700

Spain

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 04:16:56

Correspondence Type: Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID

Name:

Kerwell, Cherrie

Address:

Appleton, WI 54911

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 04:18:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cherrie Kerwell

Correspondence ID:

1872 Project: 48252 Document: 68894

Name:

Greenhalgh, Diana

Address:

New Milton, WV 26411

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 04:23:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Diana Greenhalgh

Sharon Smith

Correspondence ID:

1875 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Lutherville, MD 21093

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C the preferred plan. Thank you for all your hard work in studying what needs to be done.

Correspondence ID:

1876 Project: 48252 Document: 68894

Name:

Hernandez, Steven

Address:

Long Beach, CA 90802

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 04:31:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Steven Hernandez Jr.

Correspondence ID:

1878 Project:48252 Document: 68894

Name:

Gootee, Mattie

Address:

Nanjemoy , MD 20662

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 04:35:23

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mattie Gootee

Correspondence ID:

1880 Project:48252 Document: 68894

Name:

inscoe, debra j

Address:

wilmington, NC 28403

United States of America

Outside Organization:

saving wolves Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Our wolves need saving, if not, the world will be off balance and it will end!

Correspondence ID:

1882 Project:48252 Document: 68894

Name:

N/A, Heather

Address:

Trumansburg, NY 14886

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 04:52:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Heather

Correspondence ID:

1884 Project: 48252 Document: 68894

Name:

Lange, Marlana

Address:

Middletown, NY 10940-4708

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 04:57:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1886 Project: 48252 Document: 68894

Name:

Howard, Kristen L

Address:

Boyne City, MI 49712

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 05:01:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kristen L. Howard

Correspondence ID:

1887 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Evergreen, CO 80439

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 05:02:51

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Sincerely,

Martha Izzo

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

The Reverend Casey McCarthy

Correspondence ID:

1889 Project:48252 Document: 68894

Name:

Pynn, Doug

Address:

Athens, GA 30606

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,08,2015 05:08:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

1891 Project:48252 Document: 68894

Name:

Zola, Yvonne

Address:

Tallahassee, FL 32301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support the Alternative C Plan for the Teton National Park. Thank you.

Correspondence ID: 1892 Project:48252 Document: 68894

Name: Henningsen, Linda

Address: Sayville, NY 11782

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I support Alternative C

Correspondence ID:

1893 Project:48252 Document: 68894

Name:

Richardson, Leslie

Address:

Kyle, TX 78640

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 05:15:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Leslie J Richcardson

Correspondence ID:

1895 Project:48252 Document: 68894

Name:

D'Onofrio, Adam R

Address:

North Dinwiddie, VA 23803

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 05:19:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Adam D'Onofrio

Correspondence ID:

1896 Project:48252 Document: 68894

Name:

Tarallo, Mary

Address:

DeMotte, IN 46310-9492

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 05:19:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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Sincerely,

Correspondence ID:

1898 Project:48252 Document: 68894

Name:

Ellis , Irene

Address:

Dallas , TX 75208

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Twenty six years ago we took our family to Grand Teton National Park and spent a few wonderful days. It was a life enhancing experience and we loved

seeing all the wildlife and beautiful scenery. We hiked, boated, horseback rode. Our children Participated in children's programming. The naturalists and park rangers were wonderful.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1899 Project: 48252 Document: 68894

Name:

Hutchins, Colleen

Address:

Townsend, MA 01469

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The lack of open spaces for wildlife is already contributing to unwanted human-animal interactions but the solution is not taking away

more land to use for humans. the only thing we aren't manufacturing is more land.

Correspondence ID:

1900 Project: 48252 Document: 68894

Name:

Kop, Jonelle

Address:

Tavernier, FL 33070

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 05:33:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 1902 Project:48252 Document: 68894

Name: Waltasti, Marilyn

Address: Maricopa, AZ 85138

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 05:34:09

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Marilyn Waltasti

Correspondence ID

Name: Holman, Clarisse B

Address:

silver spring, MD 20903

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 05:36:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Clarisse B Holman

Correspondence ID:

1905 Project:48252 Document: 68894

Name:

Davis, Ronald L

Address:

Towson, MD 21286

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 05:38:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ronald L. Davis

Correspondence ID:

1906 Project:48252 Document: 68894

Name:

Meinerding, Tony H

Address:

Greenville, OH 45331

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence ID:

1907 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

East Providence, RI 02914

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Linda,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves, and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that

support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1908 Project: 48252 Document: 68894

Name:

Konig, Judith

Address:

Baltimore, MD 21214

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Judith Konig

Correspondence ID:

1910 Project:48252 Document: 68894

Name:

Brintzenhofe, Bret K

Address:

New York, NY 10022

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 05:45:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Sincerely,

Bret Brintzenhofe

917 275 3524

Correspondence ID:

1911 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Mount Vernon, OH 43050

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 05:46:12

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sarah Goslee Reed

Correspondence ID:

1912 Project: 48252 Document: 68894

Name:

Barnard, Michele

Address:

Lafayette, CO 80026

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternative C sounds like a wise choice!

Correspondence ID:

1914 Project:48252 Document: 68894

Name:

Hill, Teresa

Address:

Nahant, MA 01908

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 05:56:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Teresa Hill

Correspondence: I support the adoption of plan C, with one caveat - find a way to constantly improve the visitor experience. While implementing road

closures and limits will provide a quick fix for the animals, which is important, it is more important to keep people interested and supportive of national

parks. That is the key to long-term survival of the parks in my opinion. I like the transit idea! Re-routing or bridges with wildlife underpasses or overpasses

might also work, though I understand that is a much bigger project. Keep up the good works and keep our parks strong!

Correspondence ID:

1916 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Mason, NH 03048

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please go forward with the plan to make viewing wildlife safer for ALL involved. So many of us can't afford expensive vacations so

this is our best bet. Our own beautiful parks.

Correspondence ID:

1918 Project: 48252 Document: 68894

Name:

Sargent, Robert A

Address:

Salem, NH 03079-2498

United States of America

Outside Organization:

N/A Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for your efforts to improve access & safety for wildlife. I believe Option C is the best proposal.

Correspondence ID: 1920 Project: 48252 Document: 68894

Name: Borie, Edith

Address: New Paltz, NY 12561

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 06:02:15

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Edith Borie

Correspond

Name:

grguric, jackie

Address:

tallahassee, FL 32303

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We would like to support "Alternative C," plan. thank you.

Correspondence ID:

1922 Project:48252 Document: 68894

Name:

Slote, Karen

Address:

North Tonawanda, NY 14120

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:04:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Karen Slote

Correspondence ID:

1924 Project:48252 Document: 68894

Name:

Choi, Kelly

Address:

Madison, NJ 07940

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 06:06:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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Sincerely,

Kelly Choi

Correspondence ID:

1925 Project:48252 Document: 68894

Name:

Noble, Adrian

Address:

Warrington, PA 18976

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:08:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

I am very concerned about increasing traffic in National parks, and I hope to visit Grand Teton in the very near future.

I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as

your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Adrian Noble

Correspondence ID:

1928 Project:48252 Document: 68894

Name:

Robinson, Donald W

Address:

Chester Springs, PA 19425-2420

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: First of all, let me thank the National Park Service (NPS) for their valuable service to our country that is delivered on a daily basis in

places such as the Grand Teton. My family cherishes the memories of this magnificent place within the NPS systems and the cabin we stayed in while

there. We pine to return.

In that spirit, I urge you to support "Alternative C," which would:

- * Do a better job at protecting grizzly bears, moose, wolves, and other wildlife by decreasing the potential for conflict between people and wildlife through

outreach to park visitors and road closures when bears are too close to the road. This iconic Western wildlife, along with the stunningly beautiful scenery,

was our main reason for putting the Grand Teton on our "must do" list when we toured the High Plains.

- * Reduce traffic by constraining the access to the Limit Moose-Wilson corridor to 200 cars at a time during the busiest summer months. Through park

signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest

times of the summer. In my view, car touring should be given a low priority with respect to access services.

- * Expand the "Death Canyon" hiking trail by one mile and replace unauthorized vehicle pull-offs with a new parking area and thus prevent terrain

destruction.

- * Allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing.

- * Maintain the current "footprint" of the road but drop the speed limit from 25 to 20 miles per hour while adding "share the road" signs along with bicycle-

friendly pavement edges so cyclists can safely leave the road.

- * Maintain corridor research over time and manage it based on new peer-reviewed science.

- * Investigate the feasibility of "wildlife overpasses" to minimize wildlife-based car accidents

Once again, thank you for your contributions to the NPS in general and Grand Teton in particular.

Best wishes,

Don

Correspondence ID:

1930 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Califon, NJ 07830

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:12:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan Clark

Correspondence ID:

1931 Project:48252 Document: 68894

Name:

Chapman, Misty

Address:

Pickens, SC 29671

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:13:16

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Misty Chapman

Correspondence ID:

1932 Project:48252 Document: 68894

Name:

Bowden, Joan K

Address:

Riverside, RI 02915

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:13:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joan K. Bowden

Correspondence ID:

1935 Project:48252 Document: 68894

Name:

Pilgrim, Karyn

Address:

Brooklyn, DC 11233

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:15:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Karyn Pilgrim

Correspondence ID:

1936 Project: 48252 Document: 68894

Name:

Waldron, Nicole

Address:

Hamden, OH 45634

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:16:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nicole Waldron

Correspondence ID: 1937 Project: 48252 Document: 68894

Name: Hatch, Dorothy

Address: St Charles, MO 63303

United States of America

Outside Organization: NPCA Unaffiliated Individual

Affiliation: Member

Received: Dec,08,2015 06:17:43

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dorothy Hatch

Correspondence ID:

1938 Project: 48252 Document: 68894

Name:

Haugen, Michelle

Address:

St. Charles, IL 60175

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:20:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michelle Haugen

Correspondence ID:

1940 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Pittsburgh, PA 15213

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:24:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

C Chu

Correspondence ID: 1941 Project: 48252 Document: 68894

Name: Johnston, Casper

Address: Rocky River, OH 44116

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Save the Grand Tetons!

Correspondence ID

Name:

Gray, Tony

Address:

Chicago, IL 60601

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: You should be preserving this land and its wildlife. Do the right thing and do not destroy our world and cave into those who will ruin

this world for everyone!

Correspondence ID:

1944 Project: 48252 Document: 68894

Name:

Pesicka, Dawn L

Address:

sioux falls, SD 57106

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:25:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dawn Pesicka

Correspondence ID:

1945 Project:48252 Document: 68894

Name:

Wood, Kelly

Address:

Lebanon, CT 06249

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:27:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kelly Wood

Correspondence ID:

1946 Project: 48252 Document: 68894

Name:

Stith, Kevin

Address:

Delaware, OH 43015

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I urge you to choose alternative C plan in order to better protect all the park stands for.

Thank you, Kevin Stith

Correspondence ID:

1948 Project: 48252 Document: 68894

Name:

Hyder, Marie

Address:

Alexandria, VA 22310

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:29:56

Correspondence Type:

Web Form

Correspondence: As a visitor to the Grand Teton National Park on more than one occasion, I implore you to implement Plan C. This park is one of

America's treasures. both because of its natural splendor and because of the wildlife that can be enjoyed there. This wildlife relies on the Moose-Wilson

Corridor and the increased traffic is dangerous. While I know you want to encourage visitors to the area, perhaps cutting back on areas where personal

vehicles can be used would be a good recommendation - the use of shuttles would be safer for the animals and cut down on congestion in the park.

I hope to go back to the Grand Teton Park as often as I can and I implore you to protect this wonderful resource for future generations.

Correspondence ID:

1950 Project:48252 Document: 68894

Name:

Malone, Margaret A

Address:

Philadelphia, PA 19104

United States of America

Outside Organization:

Sisters of the Blessed Sacrament Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

Thank you for all the hours spent studying this problem and keeping in mind the needs of the animals as well as those of visitors to the precious area.

Correspondence ID: 1951 Project:48252 Document: 68894

Name: Vatousiou, Mark

Address: Feedinghills, MA 01030

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Protect our wild spaces.

Correspondence ID:

1952 Project:48252 Document: 68894

Name:

Moscowitz, MD, Joyce A

Address:

North Salem, NY 10560

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: To Whom it May Concern,

I am writing to request that you continue to preserve and maintain Grand Teton National Park. It is a vital part of the ecosystem and refuge for wildlife.

There is no way to undo the damage that would result in changing its' status.

Thank you for your consideration,

Joyce A. Moscovitz, MD

Correspondence ID:

1954 Project: 48252 Document: 68894

Name:

Anderson, Catherine

Address:

Coral Gables, FL 33146

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Having visited this area, it is personally very important to me and my family to PROTECT WILDLIFE in the area above all else. Too often decisions are

made by park officials that cave to local interests at the expense of the wilderness and wildlife. Your main responsibility is to a healthy ecosystem and

wildlife, not pandering to local business owners you may be friendly with.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID: 1955

Project:

48252

Document:

68894

Name:

HUBER, KURT

Address:

BLOOMINGTON, MN 55420

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:41:19

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, I am

Kurt Huber

Correspondence ID:

1956 Project: 48252 Document: 68894

Name:

Smith, Nancy L

Address:

Knoxville, MD 21758

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:41:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

1958 Project:48252 Document: 68894

Name:

Warren, DonnaLynn

Address:

Egg Harbor Township, NJ 08234

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:42:08

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

It is very important to keep both Wildlife and visitors safe while enjoying the National Park.

Sincerely,

DonnaLynn Warren

Correspondence ID:

1959 Project: 48252 Document: 68894

Name:

N/A, Carol

Address:

Indianapolis, IN 46203

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:44:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place!

Sincerely,

Correspondence ID:

1961 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Tampa, FL 34638

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:46:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Shana Gerwens

Correspondence ID:

1962 Project:48252 Document: 68894

Name:

DelSavio, Gail

Address:

Hamden, NY 13782

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We can't continue chiseling away at what we have left, and ignore the original promise of conservation

Correspondence ID:

1964 Project:48252 Document: 68894

Name:

Soltis, M

Address:

arlington, VA 22205

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Preserve the Grand Tetons - it is a rare jewel

Correspondence ID:

1966 Project:48252 Document: 68894

Name:

Piazza, Randall

Address:

Trumbull, CT 06611

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect the Grand Tetons.

Thank you

Correspondence ID:

1968 Project:48252 Document: 68894

Name:

Lowry, Kristen

Address:

Sacramento, CA 90211

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The wildlife is in peril, we need to protect they're delicate habitat

Correspondence ID:

1969 Project:48252 Document: 68894

Name:

Tomasello, Pela

Address:

Santa Cruz , CA 95062

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 06:57:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Pela Tomasello

Correspondence ID:

1971 Project:48252 Document: 68894

Name:

COOK, CHARLOTTE

Address:

CINCINNATI, OH 45239

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We all DESERVE a Forest to visit, a Park to play in. We are ALL RESPONSIBLE for making sure our next generations have the same privilege.

Correspondence ID:

1973 Project: 48252 Document: 68894

Name:

Konzen, Susan M

Address:

Dyersville, IA 52040

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:01:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Susan Konzen

Correspondence ID:

1974 Project:48252 Document: 68894

Name:

Twaddell , Cheryl

Address:

Woodland Park, CO 80863

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: My number one concern is protecting wildlife within our country. Alternative C for for Grand Tetons appears to best achieve this

goal. Reducing vehicle traffic and creating a friendlier environment for people on bicycles and on foot would improve the quality of the experience for all

visitors.

Thank you for considering my purposely brief comments.

Cheryl Twaddell

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

1976 Project: 48252 Document: 68894

Name:

Smith, Brooker

Address:

Brewster, NY 10509

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Thanks for taking the time to consider the issues of this great area for both animals and the people. I can only hope that the decision

will be better for all concerned

Correspondence ID:

1979 Project:48252 Document: 68894

Name:

Hunter, Ashley J

Address:

Ruston, LA 71270

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. I have always wanted to come and enjoy the Park, and I believe that this plan for preservation and

controlled beneficial growth will ensure that it is there for future generations to come visit. I look forward to my future visit someday, and I hope that this

plan will be chosen and enacted for the Park's longevity. Thank you for your good work to protect this special place!

Sincerely,

Ashley J. Hunter

Correspondence ID:

1980 Project: 48252 Document: 68894

Name:

Herlihy, Peg

Address:

Newburyport, MA 01950

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:06:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Peg Herlihy

Correspondence ID:

1982 Project: 48252 Document: 68894

Name:

Knapp, Virginia

Address:

Inver Grove Heights, MN 55076

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am supporting Option C as the best way to both help keep wildlife and cars apart and to also let humans enjoy this beautiful drive.

Please enact Option C. Thank you, Virginia Knapp,

Correspondence ID:

1984 Project:48252 Document: 68894

Name:

Lachs, Sandra

Address:

Temple Terrace, FL 33637

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please keep the wildlife of this country, especially endangered species, safe in their current habitats.

Thank you!

Cordially,

Sandra Lachs

Correspondence ID:

1986 Project:48252 Document: 68894

Name:

Martin, Patti L

Address:

Spring Hill, FL 34610

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The destruction of every thing on Earth will not improve our means to exist. The pollution of big corporations who buy off our

politicians with their bribery/lobbying money helps the destruction right along and instead of having the integrity to know better, politicians continue to fill

their greedy pockets. In the end, do you really think life is sustainable on Mars? My guess would be NO. So there is this one gorgeous planet that can

sustain a lot of life if MAN allows it to happen. Thus far they have not. Destruction of all living beings continues in wars, research, population control,

hunting, mega pollution or what have you.. As if we ourselves are God and can just ignore the destruction because magically it will fix itself. Why don't

someone in your department grow some and stand up to the one who continues to just destroy our future generations planet. Which ever decision maker it

might be, stand up to their pocket hoarding and point out the idiocy of further destruction and what they will leave to their future family members.

Correspondence ID: 1987 Project:48252 Document: 68894

Name: Hasapidis, George

Address: Cumberland, RI 02864

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-

Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

George Hasapidis

Correspondence ID:

1988 Project:48252 Document: 68894

Name:

Wright, Sandra H

Address:

Westminster, MD 21158

United States of America

Outside Organization:

USA very concerned citizen Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence ID:

1989 Project:48252 Document: 68894

Name:

Murray, Carol

Address:

Bowie, MD 20715

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: National Parks and all they contribute to the beauty of our country are so important.

Therefore, it is inherent that we do all we can to protect the scenic nature of the parks and the wildlife that inhabit these parks.

Please pledge your support for the Preferred Plan of the National Park Service for all of our parks, especially Grand Teton.

Correspondence ID:

1990 Project:48252 Document: 68894

Name:

Lowry, Lorraine m

Address:

Sacramento, CA 90211

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: If we don't take a stand now to protect wildlife, it might be to late for anybody to save them

Correspondence ID:

1992 Project: 48252 Document: 68894

Name:

Linas, Stephanie

Address:

Denver, CO 80220

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:16:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Abby Miller

Correspondence ID:

1995 Project:48252 Document: 68894

Name:

Anderson, Virginia C

Address:

Coconut Creek, FL 33066

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:24:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Virginia Anderson

Correspondence ID:

1996 Project:48252 Document: 68894

Name:

Ramo, Carol

Address:

West Babylon, NY 1704

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:24:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Carol Ramo

Correspondence ID:

1997 Project: 48252 Document: 68894

Name:

Ashley, Tamara

Address:

Mishawaka, IN 46546

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 07:26:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID: 1999 Project:48252 Document: 68894

Name: Franzmann, Paul

Address: Walla Walla, WA 99362

United Kingdom

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I first visited Grand Teton in 1972 on a college field trip out of Wisconsin. Jackson Hole was little beyond a quaint little town at the time.

Today I write regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Paul Franzmann

Correspondence ID:

2000 Project:48252 Document: 68894

Name:

Davenport, Patricia B.

Address:

Knoxville, TN 37924

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Those parks were started for a reason. Please keep them the vway they were.

Correspondence ID:

2002 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Cambridge, MN 55008

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:30:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2003 Project: 48252 Document: 68894

Name:

Soloway, Deborah

Address:

Maineville, OH 45039

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: please protect our parks. have to see them in the next few years, and my son will want to take his children when he has them

Correspondence ID:

2005 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Richland, MI 49083

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States such as myself, and it is our responsibility to protect

these precious resources for all of us and for future generations.

I have had such wonderful experiences visiting Wyoming and the Grand Teton as well as Yellowstone National Parks, part of what makes that experience

so special is the ability to view wildlife in their natural habitat. In my first trip to the park I was able to view a black bear foraging for berries. This was an

experience I will forever be grateful for and never forgot. And can't wait for the day I get to visit Grand Teton again and see all the wonderful things I

didn't get to see in my first visit.

Thank you for your good work to protect this special place.

Correspondence ID:

2006 Project:48252 Document: 68894

Name:

d'andrea, tara

Address:

ann arbor, MI 48105

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:33:38

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

2009 Project: 48252 Document: 68894

Name:

Stauffer, Ellen P

Address:

Bloomington, IN 47401

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:36:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ellen Stauffer

Correspondence ID:

2010 Project: 48252 Document: 68894

Name:

Gindele, Abigail

Address:

Portsmouth, NH 03801

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:36:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Abigail Gindele

Correspondence ID:

2012 Project: 48252 Document: 68894

Name:

Reichard, Robert J

Address:

Harrisburg, PA 17110

United States of America

Outside Organization:

Susquehanna Township Parks & Recreation Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,08,2015 07:41:30

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert J Reichard, CPSI, APRP

Director of Parks and Recreation

Susquehanna Township

Correspondence ID:

2013 Project: 48252 Document: 68894

Name:

Schmotzer, Mary

Address:

Williamsburg, VA 23185

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:41:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mary Schmotzer

Correspondence ID:

2014 Project:48252 Document: 68894

Name:

Blombach, Ann K

Address:

Columbus, OH 43214

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:41:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ann K. Blombach

Correspondence ID:

2015 Project:48252 Document: 68894

Name:

Tomeucci, Roberta

Address:

Rocca di Papa (Rome), UN 00040

Italy

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:42:26

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Roberta Tomeucci

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Carol E Fletcher

Correspondence ID:

2017 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

austin, TX 78751

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:43:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2019 Project: 48252 Document: 68894

Name:

Meyers, Sarah

Address:

Howell, MI 44843

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:44:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Lorraine Shirkus Moore

Correspondence ID:

2022 Project:48252 Document: 68894

Name:

Last, Daniel

Address:

Alexandria, VA 22305

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:45:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

2023 Project: 48252 Document: 68894

Name:

Stuart=Jennings, Erin

Address:

San Francisco, CA 94112-1604

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:48:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

2024 Project:48252 Document: 68894

Name:

Pettengill, Mary

Address:

Salisbury, MA 01952

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:48:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mary Pettengill

Correspondence ID:

2026 Project: 48252 Document: 68894

Name:

levitt, michael

Address:

CONCORD, CA 94518

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Thank you,
Michael Levitt

Correspondence ID:

2028 Project: 48252 Document: 68894

Name:

Toole, Patricia A

Address:

Lusby, MD 20657

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:52:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Patricia Toole

Correspondence ID:

2029 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Craryville, NY 12521

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:53:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2030 Project: 48252 Document: 68894

Name:

Mize, Robert

Address:

Inyokern, CA 935270021

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: LEAVE OUR STATE AND FEDERAL PARKS ALONE... Stop using them for personal gains, foreign companies, and companies

gain.

Correspondence ID:

2032 Project: 48252 Document: 68894

Name:

Vazquez, Flornece

Address:

MiAMI, FL 33181

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 07:58:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Florence Vazquez

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2034 Project:48252 Document: 68894

Name:

Tagesen, Peggy A

Address:

La Place, LA 70068

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: This is regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National

Park System, I truly believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose

Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is have a negative effect on wildlife that rely on the Corridor. Please protect wildlife and

natural resources as your TOP priority while adopting a plan that allows visitors to continue to use and employ the corridor.

The preferred plan for future management of the Corridor is a step in the right direction, but still more could be done. I encourage the Park Service to

complete an analysis of small scale transit options that could be utilized in the Corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

and most beautiful

resources for all of us and for future generations.

Thank you for your good work to protect the wildlife and this very SPECIAL place.

Peggy A. Tagesen

Correspondence ID:

2036 Project: 48252 Document: 68894

Name:

Rodriguez, Sylvia

Address:

New York, NY 10003

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 08:01:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sylvia Rodriguez

Correspondence ID:

2037 Project:48252 Document: 68894

Name:

Martin, Gerry W

Address:

University Place, WA 98466

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Protect this area at all costs.

Correspondence ID:

2039 Project: 48252 Document: 68894

Name:

Zelus, Marsha M

Address:

Carmel, CA 93923

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 08:04:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Marsha McMahan Zelus

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dr. Kathryn Florio

Correspondence ID:

2041 Project: 48252 Document: 68894

Name:

Yourke, Oliver

Address:

Brooklyn, NY 11215

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please select Alternative C for the Moose-Wilson Road Corridor.

Correspondence ID:

2044 Project: 48252 Document: 68894

Name:

Casaday, Garth

Address:

El Sobrante, CA 94803

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 08:15:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Garth Casaday

Correspondence ID:

2045 Project: 48252 Document: 68894

Name:

Miller, Marion

Address:

Auburn, NH 03032

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 08:15:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Marion Miller

Correspondence ID:

2046 Project: 48252 Document: 68894

Name:

Cline, Lindsey

Address:

Salem, MA 01970

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 08:17:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID: 2047 Project: 48252 Document: 68894

Name: Donovan, Robert

Address: Lynn, MA 01902

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 08:17:59

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert Donovan

Correspondence ID

Name: Alden, Cynthia J

Address:

Fryeburg, ME 04037

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I feel strongly that multiple years of observation and recommendations by experienced employees of the National Park Services

throughout our country should be given respected attention before any decisions for changes of any type are made to the legislation governing the

administration or services that provide our citizens with regulated access to the wonders of the wilderness.

Please give reasonable/adequate consideration to the suggestions being extended.

CJM Alden

Correspondence ID:

2049 Project: 48252 Document: 68894

Name:

Norden, Michael J

Address:

Defiance, OH 43512

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternate C.

Correspondence ID:

2051 Project:48252 Document: 68894

Name:

Smith, Janell

Address:

New Douglas, IL 62074

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 08:19:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Janell Smith

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jared Brenner

Correspondence ID:

2053 Project:48252 Document: 68894

Name:

Berg, Carol J

Address:

St. Joseph, MN 56374-0202

United States of America

Outside Organization:

College of St. Benedict Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I think Option C is very sensible, a win-win for humans and for the animals.

It seems to well thought out. thank you for the care and concern you show for both sides (human and wildlife).

Correspondence ID:

2055 Project:48252 Document: 68894

Name:

Clark, Carolyn

Address:

Salt Lake City, UT 84103

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support Alternative C. It brings the greatest benefit toward preserving a little more of the natural beauty of the Tetons. After

all, that is why we visit the Tetons.

I highly encourage you to study and implement a shuttle system for visitors.

Correspondence ID:

2057 Project: 48252 Document: 68894

Name:

Radford, Nancy E

Address:

Reno, NV 89511

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support the "Alternative C," the preferred plan and hope you will too. My husband and I are annual members of our National Parks

and hope that proper care and action will be taken to preserve our national treasures. We feel this is the best option of those recommended.

Thank you for your consideration.

Correspondence ID:

2058 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Lubbock, TX 79414

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 08:24:34

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Chris Coats

Correspondence ID:

2060 Project: 48252 Document: 68894

Name:

Ticotsky, Alan

Address:

Lexington, MA 02421

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 08:25:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alan Ticotsky

Correspondence ID:

2061 Project:48252 Document: 68894

Name:

Alexander, Charles

Address:

Lutherville, MD 21093

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

We can love our parks so much that volume disturbs what we cherish. Rationing is sometimes better than the damage that occurs.

Correspondence ID:

2063 Project:48252 Document: 68894

Name:

Veiby, Gail C

Address:

Westborough, MA 01581

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C because the plan would:

Better protect grizzly bears, moose, wolves, and other wildlife;

Decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale

shuttle system.

Sincerely,
Gail Veiby

Correspondence ID:

2064 Project:48252 Document: 68894

Name:

Key, Laurence W

Address:

Stuart, FL 34997

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and I respectfully request that you choose

Alternative C as your approach to the future management of the park.

Increased vehicular traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please adopt a plan that allows visitors to continue to use and enjoy the corridor but retains as your top priority the protection of wildlife and natural

resources.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I would

encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for current visitors and for future generations. Thank you for all you do to protect this special place.

Sincerely,

Laurence W. Key

in Stuart, Florida

Correspondence ID:

2066 Project: 48252 Document: 68894

Name:

Kern, Alicia

Address:

Palos Verdes Peninsula, CA 90274

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 08:32:16

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alicia Kern

Correspondence ID:

2067 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Boynton Beach, FL 33436

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 08:32:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kimberley Vought

Correspondence ID: 2069 Project:48252 Document: 68894

Name: Turner, Christy M

Address: Columbus, OH 43221

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Preserving these lands for the wildlife that inhabit them is crucial.

Correspondence ID

Name: McElheney, Marilyn

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Letter

Correspondence: I support the park's preferred alternative plan regarding the Moose-Wilson corridor. This plan is backed by scientific and environmental studies.

Correspondence ID:

2071 Project:48252 Document: 68894

Name:

N/A, Ellen

Address:

Scottsdale, AZ 85250

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 08:39:42

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Ellen

Correspondence ID:

2073 Project: 48252 Document: 68894

Name:

Cheshire, Chris

Address:

Aliquippa, PA 15001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Hello,

We need to do everything we can to better protect grizzly bears, moose, wolves, and other wildlife.

I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as

your approach to future management.

Thank you.

Correspondence ID:

2075 Project:48252 Document: 68894

Name:

Gliva, Stephen

Address:

Evanston, IL 60202

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please join NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Correspondence ID:

2076 Project:48252 Document: 68894

Name:

Samp, Cecelia

Address:

Schiller Park, IL 60176

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am asking that you support Alternative "C" when making a decision regarding the Moose-Wilson Road Corridor. This plan offers

the best solution for protecting our wildlife and for enhancing park visitors' experience in the park while maintain the natural aspects of this park.

Correspondence ID:

2078 Project: 48252 Document: 68894

Name:

Robinson, Sami

Address:

Wilson, WY 83014-9690

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,07,2015 00:00:00

Correspondence Type:

Letter

Correspondence: I am writing as a 39 year resident of Moose-Wilson Road. My husband and I would respectfully as that Moose-Wilson road be kept

pristine for the abundant wildlife. Please no bike path or widening road way. We are avid bikers - but wildlife must come before our selfish wants. I think it

would be a terrible mistake to take away this critical vegetation and peacefulness. I believe the park service chose wisely on their preferred plan - please do

not let the Village or Shooting Star executives "bully" our park service leaders.

Respectfully submitted -

Sami Robinson

Correspondence ID:

2079 Project:48252 Document: 68894

Name:

Musielski, Gina N

Address:

Morton Grove, IL 60053-2365

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Our national parks are a precious commodity for all generations. We must strike a balance between visitors and wildlife. I love the Grand Teton National

Park. It is one of the most beautiful places on earth. Please protect it by choosing "Alternative C" in the preferred plan for the park.

I ask that in addition to implementing preferred plan C, the Park Service complete an analysis of small-scale park transit options that could be utilized in

the corridor, to better protect this beautiful gift.

Grand Teton is a gift cherished by both the residents of Wyoming and people like myself, who choose to travel thousands of miles from the middle of the

US to visit because of its beauty and tranquility, wildlife and grandeur. It is our responsibility as American citizens to protect these precious resources for

all of us and for future generations. Thank you for your good work to protect this special place!

Sincerely,

Gina N. Musielski

Correspondence ID:

2081 Project: 48252 Document: 68894

Name:

Turner, Kathleen M

Address:

Saint Louis, MO 63125

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 08:50:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Brian McFarland

Correspondence ID:

2083 Project:48252 Document: 68894

Name:

Eckler, John R

Address:

Lakewood, CO 80226-1261

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 08:51:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely, John Eckler

Sincerely,

David Fouche

Correspondence ID:

2085 Project: 48252 Document: 68894

Name:

Shekell, Margaret D

Address:

Los Angeles, CA 90034

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Thank you for your good work to protect this special place.

Sincerely,

Margaret D. Sheell

Correspondence ID:

2088 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Hudson, OH 44236

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 08:59:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Marsita MacDonald

Correspondence ID:

2090 Project: 48252 Document: 68894

Name:

Corwin, Kevin

Address:

Centennial, CO 80121

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 08:59:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

2091 Project:48252 Document: 68894

Name:

Barrett, David

Address:

Highlands Ranch, CO 80129

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:00:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

David Barrett

Correspondence ID:

2093 Project: 48252 Document: 68894

Name:

McEwan, Diane H

Address:

Cumming, GA 30040

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:06:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 2094 Project: 48252 Document: 68894

Name: N/A, N/A

Address: St. Louis, MO 63130

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 09:06:34

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sandy Lynn

Correspondence ID:

2095 Project: 48252 Document: 68894

Name:

Lugo, Luis A

Address:

Monticello, FL 32344

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:07:11

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Luis A Lugo

Correspondence ID:

2096 Project: 48252 Document: 68894

Name:

Mabry, Toni A

Address:

Griffin, GA 30223

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:08:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Toni Mabry

Correspondence ID:

2098 Project:48252 Document: 68894

Name:

Brown, Alan R

Address:

NewYork, NY 10024-6414

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:17:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alan R. Brown

Correspondence ID:

2100 Project:48252 Document: 68894

Name:

Van Pelt, Jason R

Address:

Madison, WI 53704

United States of America

Outside Organization:

National Parks Conservation Association Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: 2015/12/08

USA INTERFACE: The Lions' Share

National Hello! National Park Service NPS,

Please Bear with me Superintendent Vela,

The NPCA & the NPS are impart The Lions' Share which is the public domain of The United States of America. I, Jason Robert Van Pelt The Lionheart,

support "Alternative C" outlined by the National Parks Conservation Association. Wait times for entry are like waiting in line for a ride. Any U.S.A.

National Park is worth the wait!

However, some name changes can preserve, conserve, and restore some of our natural, national heritages. For instance, "Death Canyon" can be renamed as

"Life Canyon". Park enthusiasts are out there living their lives to the fullest. "Death" or "Devil" is sort of a turn-off for park enthusiasts while considering

their ventures. So, that goes for all of our National Parks, State Parks, Conservation Parks, County Parks, and City Parks. 'Tis time to stay to the lighter side

of life instead of the opposite. I suppose rededicating our National Parks will take the Antiquities Act of 1906...It will take a President...For all.

Thanks for Bearing with me!

Lionhearted,

NPCA Advocate,

Lions' Share Nationalist,

Mr. Jason Robert Van Pelt

Team USA

Post Script: Renaming some of U.S.A. National Parks will fill more park enthusiasts with wonderment.

Correspondence ID: 2101 Project: 48252 Document: 68894

Name: LYCZYNSKI, BRIAN

Address: Hot Springs, AR 71913
United States of America
Outside Organization: Unaffiliated Individual
Affiliation:
Received: Dec,08,2015 00:00:00
Correspondence Type: Web Form
Correspondence: PLEASE SUPPORT THIS

Correspondence ID:
2102 Project:48252 Document: 68894

Name:
Wicht, Dan
Address:
Fridley, MN 55432-4541
United States of America
Outside Organization:
Unaffiliated Individual

Affiliation:

Received:
Dec,08,2015 09:19:57

Correspondence Type:
Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

2103 Project:48252 Document: 68894

Name:

Crumpacker, Barb J

Address:

Coeur D'Alene, ID 83814

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I believe that the Teton grizzly population needs to be protected. They are a necessary part of the healthy ecosystem.

Correspondence ID: 2105 Project: 48252 Document: 68894

Name: Lamons, Kristina

Address: Houston, TX 77008-3428

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 09:20:46

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kristina Lamons

Correspondence ID:

2106 Project: 48252 Document: 68894

Name:

Boyer, David J

Address:

Palo Alto, CA 94304-2418

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:20:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

David J. Boyer

Correspondence ID:

2107 Project:48252 Document: 68894

Name:

Hogan, Michael

Address:

Del Mar, CA 92014-4230

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please limit access at Moose-Welson. Protect our vanishing wildlife.

Correspondence ID:

2109

Project:

48252

Document:

68894

Name:

Scoville, P

Address: Hewitt, NJ 07421

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 09:27:53

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Pam

Correspondence ID

Name: Luzier, Maresa J

Address:

Bushnell, FL 33513

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: This a beautiful part of the country that we enjoy visiting. Please go with Alternative C for your Plan. Thank you so much for taking care of this special area.

Correspondence ID:

2111 Project:48252 Document: 68894

Name:

Perkins, Karen A

Address:

Elizabethton, TN 37643

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Sir or Ma'am

Regarding the Moose-Wilson Road Corridor, I support Plan C alternative. I feel that it would better benefit the natural citizens of the park (the

wildlife)while still allowing the public access to the park.

Thanks, Karen

Correspondence ID:

2113 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

augusta, GA 30809

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:31:10

Correspondence Type:

Web Form

Correspondence: "Alternative C," the preferred plan.

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

We NEED to protect our wildlife.

Correspondence ID: 2114 Project: 48252 Document: 68894

Name: Sanford, Timothy R

Address: Durham, NC 27707

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Regarding the plans for the narrow corridor in Grand Teton National Park, I support Plan C. I applaud your attempts to limit traffic on

this narrow roadway which offers so much in the way of wildlife observation.

My wife and I visited Grand Teton a few years ago when our daughter worked at Yellowstone, and it was a marvelous experience. Please preserve it for

other.

Thanks.

Tim Sanford

Correspondence ID

Name:

Lewis, Sherry

Address:

Santa Fe, NM 87594

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Though I have not visited all the National Parks, I've been to the Grand Teton park. My hopes are that it will remain as "untouched"

as when I was there.

Therefore, I feel that the plan "Alternative C" would be the best for the visitors and the wildlife. After all, I think of the parks for wildlife and not for

people. We are visitors and observers and I hope you'll choose this plan to keep the park as "untouched" as possible.

Thank you for letting us comment on this plan.

Correspondence ID:

2117 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Vancouver, UN V2B6H7

Canada

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:35:42

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ella Reeves

Correspondence ID:

2118 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Calgary, UN T3A3S4

Canada

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:36:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Danielle Tran

Correspondence ID:

2119 Project: 48252 Document: 68894

Name:

Ferrari, Angela G

Address:

Anchorage, AK 99517

United States of America

Outside Organization:

Park User Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternative C is sound and sustainable measure for the wildlife and the park users as well. Wildlife, as we all know, is losing the mass

extinction battle, in order to sustain humans. We must act now and promote forward thinking on human and wildlife's ability to coexist.

Please consider Alternative plan C as an option.

Sincerely,

Angela Ferrari

Correspondence ID:

2121 Project: 48252 Document: 68894

Name:

Weisz, Russell

Address:

Santa Cruz, CA 95060

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: "Alternative C" is my preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, please study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

2124 Project: 48252 Document: 68894

Name:

Moore, Robert E

Address:

Decatur, GA 30030

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. And particularly more attention should be

given to promoting the use of bicycles in the park as a recreational and transportation alternative. This would likely require better secure bicycle parking at

trailheads and other destinations and stops along the road. Each person on a bicycle is someone not in a car. Any NPS provided transit or shuttle service

should include the capacity to transport bicycles as well.

Grand Teton is a gift cherished by people across the United States, and it is our responsibility to protect these precious resources for all of us and for future

generations. Thank you for your good work to protect this special place.

Sincerely,

Robert E. Moore

Correspondence ID:

2125 Project: 48252 Document: 68894

Name:

Colburn, Sean

Address:

Marlborough, NH 03455

United States of America

Outside Organization:

KWW Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 09:43:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sean Colburn of NH

Correspondence ID:

2127 Project:48252 Document: 68894

Name:

Schneider, Cathie M

Address:

Gainesville, MO 65655-7438

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:45:42

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

2129 Project: 48252 Document: 68894

Name:

maughan, margith

Address:

salt lake city, UT 84103

United States of America

Outside Organization:

. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 09:46:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Margith Maughan

Correspondence ID:

2130 Project:48252 Document: 68894

Name:

Bowling, Scott M

Address:

Hendersonville, NC 28791

United States of America

Outside Organization:

National Parks Conservation Association Unaffiliated Individual

Affiliation:

Member

Correspondence ID:

2131 Project:48252 Document: 68894

Name:

Porter, Betsey

Address:

Bloomington, MN 55431

United States of America

Outside Organization:

National Parks Conservation Association Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 09:50:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Betsey Porter

Correspondence ID:

2132 Project:48252 Document: 68894

Name:

Eames, Mary L

Address:

Long Beach, CA 90815

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. Yellowstone Park is very

close to my heart. I grew up in Idaho and would go to Yellowstone on Sunday drives with my family. I am concerned that it retains it's incredible beauty,

while still being accessible to visitors.

As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and

request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for considering the best solution for saving this treasured place.

I also support encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

2134 Project:48252 Document: 68894

Name:

Brown, Mary E

Address:

Morrow, OH 45152

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:56:23

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. I brought my young niece there last spring to show her how beautiful Grand Teton is. Thank you for your

good work to protect this special place.

Sincerely,

Mary Brown, DVM, MPH

Correspondence ID:

2136 Project: 48252 Document: 68894

Name:

G, Shane

Address:

Brooklyn, NY 11216

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 09:57:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2137 Project:48252 Document: 68894

Name:

loftus, dennis

Address:

venice, FL 34285

United States of America

Outside Organization:

retired Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: give this your immediate attention

Correspondence ID:

2139 Project:48252 Document: 68894

Name:

Lestitian, Jeff

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:06:48

Correspondence Type:

Web Form

Correspondence: I work as a guide in the park during the summer, so I drive the Moose-Wilson road anytime I have a pick up at Teton Village. So I

will, on average, drive that stretch 2 to 3 times a week, mornings and evenings. I also drive the START bus in the winter, so I see plenty of traffic on 22

and 390. Recognizing that many people use the Moose-Wilson corridor in the summers for "back door" access to the park, and shortcuts around 390/22, I

wanted to bring back an idea that for a long time seemed a non-starter. Put in a 'north bridge.' By creating a road from the Gros Ventre junction across to

Teton Village we can alleviate traffic on the Moose-Wilson corridor (airport bound traffic and park bound traffic) during the summers, and cut in half the

amount of cars leaving Teton Village for town during the winters. It's a common sense idea that will only have a handful of outraged detractors - the land

owners between the GV and the Village. Having said that, this solution will benefit the entire valley.

Correspondence ID: 2140 Project: 48252 Document: 68894

Name: Grandeck, S M

Address: Avon Park, FL 33825

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's "Alternative C" plan optimally protects the Moose-Wilson Road Corridor. I request you choose Alternative C as your approach

to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction but still more could be done. I strongly

encourage the Park Service to complete an analysis of small-scale park transit options that could be used in the corridor.

Grand Teton is a gift cherished by the entire United States. It is our responsibility to protect these precious resources for present and future generations.

Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID

Name: Schmiedlin, Stephen J

Address:

Cranberry Twp., PA 16066

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:08:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

S.J.Schmiedlin

Correspondence ID:

2142 Project:48252 Document: 68894

Name:

Tomasello, Patti

Address:

Waxhaw, NC 28173

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:09:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process

at Grand Teton National Park. As a supporter of the National Park

System, I believe the Park Service's preferred plan,

"Alternative C", best protects the Moose-Wilson Road

Corridor and request that you choose Alternative C as your approach to

future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Patti Tomasello

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dave Modarelli

Correspondence ID:

2144 Project:48252 Document: 68894

Name:

Vincent, Judith

Address:

Salem, OR 97301

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 10:13:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Judith Vincent

Correspondence ID:

2146 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Merritt Island, FL 32952

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:18:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

David Thompson

Correspondence ID:

2147 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

gardner, CO 81040

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: i am writing regarding the moose-wilson road corridor. i believe that alternative c is best. it allows vehicle traffic but still protects

wildlife and natural resources. small scale public transport would also decrease car traffic and seems worth considering. thank-you for your consideration.

Correspondence ID:

2149 Project: 48252 Document: 68894

Name:

Batchelder, Loralyn

Address:

Nashua, NH 03062

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:20:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Loralyn Batchelder

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

William M Seyfried Jr

Correspondence ID:

2152 Project:48252 Document: 68894

Name:

King, Jean

Address:

Livermore, CA 94550

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

I have visited Grand Teton many times and it is one of the most beautiful places on earth. Though I live in California, my sister lives in Bozeman and we

always visit the Tetons when we come to visit her.

Thank you for your good work.

Jean King

Correspondence ID:

2154 Project:48252 Document: 68894

Name:

Willett, Troy

Address:

Sterling, VA 20165

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:27:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Troy Willett

Correspondence ID:

2155 Project:48252 Document: 68894

Name:

Iverson, Steve

Address:

Corona Del Mar, CA 92625

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:28:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations.

Thank you for your good work to protect this special place.

Sincerely,

Steve Iverson

Correspondence ID:

2156 Project:48252 Document: 68894

Name:

Ostrem, Emita

Address:

Joliet, IL 60436

United States of America

Outside Organization:

--National Parks Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Let's keep our wilderness wild.

Correspondence ID:

2158 Project:48252 Document: 68894

Name:

Johnson, Jerry D

Address:

Chicago, IL 60610

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

My wife and I have visited the Grand Teton National Park several times and just love its naturalness. It is as if you are going back centuries in time to what

it must have been like. This is one of our nation's precious treasures.

Grand Teton is a gift cherished by not just the residents of Wyoming but by people across the United States and the world, and it is our responsibility to

protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jerry D Johnson

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

William Anderson

Correspondence ID:

2160 Project:48252 Document: 68894

Name:

G, Nancy

Address:

Marietta, GA 30067

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:34:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nancy G

Correspondence ID: 2162 Project:48252 Document: 68894

Name: Weaver, Andrea

Address: Carrollton, TX 75006

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: We should do all we can to protect our wildlife. It is disappearing so quickly, our children/grandchildren may never see some of this wonderful creatures.

Correspond

Name: Fitzgibbon, Christina

Address:

Fresno, CA 93740

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please help preserve and protect animals whose territories are ever so decreasing.

Correspondence ID:

2164 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

owatonna, MN 55060

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: save our national parks now.

Correspondence ID:

2167 Project: 48252 Document: 68894

Name:

Coss, Shelley A

Address:

Arlington, VA 22204

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:42:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

2168 Project:48252 Document: 68894

Name:

Milberg, Frances

Address:

NY, NY 10022

United States of America

Outside Organization:

Unaffiliated Individual

Correspondence ID:

2169 Project:48252 Document: 68894

Name:

Mancini, Kathleen

Address:

Palm Coast, FL 32137-7324

United States of America

Outside Organization:

retired Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: It is our duty as citizens to establish measures/laws to protect our wildlife.

Correspondence ID:

2170 Project:48252 Document: 68894

Name:

Levin, Jon

Address:

Macungie, PA 18062

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:45:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

2172 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Port Neches, TX 77651-3911

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:47:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ted Loftin

Correspondence ID:

2173 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Aromas, CA 95004

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 10:48:39

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sherry Pennell

Correspondence ID: 2175 Project: 48252 Document: 68894

Name: Dorer, Michael

Address: Fremont, CA 94538

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 10:51:22

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michael Dorer

Correspondence ID:

2176 Project: 48252 Document: 68894

Name:

Day, C

Address:

Vero, FL 32960

United States of America

Outside Organization:

Unaffiliated Individual

Correspondence ID:

2177 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

east, PA 18020

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 10:58:37

Correspondence Type:

Web Form

Correspondence: "I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, 'Alternative C', best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management."

Please choose Alternative C.

"Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

"The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

"Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place."

Sincerely,

Correspondence ID:

2178 Project:48252 Document: 68894

Name:

Glynn, John

Address:

Ridgewood, NJ 07450

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 11:00:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John Glynn

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Scott Turner

Correspondence ID:

2181 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Richmond, VA 23227

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park, I agree that the Park Service's preferred plan, "Alternative C",

best protects the Moose-Wilson Road Corridor. Please choose Alternative C as your approach to future management.

Increased vehicle traffic, I understand, has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road

Corridor. Please protect wildlife and natural resources as your top priority while adopting Alternative C as a plan that also allows visitors to continue to use

and enjoy the corridor.

The National Park Service's preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could

be done. I encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

One memorable summer, I worked with the Park Service in GTNP, providing visitor services, hiking, and learning. It was there that I had the great pleasure

of visiting with Margaret Murie, and meeting not only NPS staff but also the Laubins, and the Craigheads. Several times I have returned to hike, fish, and

introduce friends and family to this area. Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States. I believe

that it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your efforts to protect this very special

place.

Sincerely,

Catharine W. Tucker

Correspondence ID:

2182 Project:48252 Document: 68894

Name:

Tart, Lisa

Address:

Homosassa, FL 34448

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: anything and everything we can do to aid wildlife is a must because WE are the problem

Correspondence ID:

2183 Project:48252 Document: 68894

Name:

Earnshaw, Shinann

Address:

Bend, OR 97703

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I would urge you to carefully examine all ways of protecting wildlife in this area in the Teton National Park. I believe that Plan C is

the best; plus providing a shuttle service for park visitors, to minimize the impact of tourists who have traditionally blocked traffic or stopped illegally to

annoy wild animals with picture taking (eg: the incident this past summer in which a foolish woman tried to take a "selfie" with a bear. I traveled as a child

with my parents, and as an adult with my own children in many national parks, in the Southwest and West of the US, in Canada, and more recently in

Central and South America. I saw the terrible damage done in a park like Yosemite with almost unlimited visiting and camping, before some measures

were taken to stop the unthinking pollution of too many people! As a young- -and middle age- -adult, I hiked and backpacked in the backcountry of several

national parks, where even there I saw tremendous damage done by unthinking people (such as bushes strewn with toilet paper; and we used to joke that

you could tell bear scat from the bits of aluminum foil in it.).

Wildlife, especially Grizzly bears, have long been treated by the human species as "inferior" or "dangerous" and therefore worthy of killing without limits.

In fact, these wildlife species, including wolves, bears and other predators, are vital and necessary to preserving a healthy and balanced environment.

However, education is very necessary for people to understand that they are not like stuffed animals, like "Paddington Bear"; they are wild- -and do not

exist just so that tourists can take pictures of them- -or shoot them at will.

With extreme overpopulation and the horrendous increase in tourism and other forms of outdoor recreation, the huge increase in vehicle traffic, measures

must be taken to decrease the impact. I strongly believe that snowmobile and other motorized traffic should be banned, due not only to pollution (noise and

emissions), but the stress on animals who are already stressed by winter conditions and difficulty of finding food. I am a life-long cross-country skier who

has often had unpleasant contact with snowmobiles that are either illegally in an area or just downright discourteous. Wilderness should mean a place of

quiet and tranquility and our society is heavily impacted with noise everywhere, even to music in elevators, supermarkets, even a thrift store I was in a few

days ago.

Thank you for the hard work and effort you are putting into these plans; I know you are under a lot of pressure with lack of funding and an unawareness of

the danger and difficulties you face. As much as I hate to say it, being a 78 year old woman, who is one of the middle class semi-dependent upon social

security, and who has not visited a number of national parks recently because I can no longer afford it (although I did purchase a pass many years ago), I

firmly believe that visiting a park should cost enough to maintain it, and more parks (besides Yosemite) should be using in-park public transportation and

leaving private vehicles outside. This is a difficult decision, but is the only one that will save the parks.

Another part of the plan of which I approve, is having bicycle lanes and educating vehicle drivers that bicyclists do have a right to the road. Perhaps having bicycles that people can rent for a small charge or even free (point to point or to a point and return, for a small deposit). Many cities are encouraging and providing free or small-fee public bicycles for people (Santiago, Chile is one I know of). The issue of discapacitated people could be solved by small golf-cart type vehicles that would shuttle people around.

I lived for the past 12 years in Chile, in South America, and visited a number of their national parks, including Torres del Paine in the south. Good information could be obtained from the Chilean park service which I think is in many ways doing a better job at preserving their environment and yet allowing visitors to the national parks.

The other stressor is of course, climate change, which has already caused many changes in the behavior and the situation for many species. This is going to get worse before it gets better; it may be that human impact has already come to the tipping point and I feel very pessimistic about it changing before it goes too far and destroys the global environment.

Although I am not an indigenous person, nor a Native American, I am a shamanic healer and I feel very strongly that the earth is a sacred place and we are destroying that sacred place. She is a living being and is animate and she is very distressed.

Thank you, and blessings.

Thank you and blessings

Correspondence ID: 2185 Project:48252 Document: 68894

Name: Rozniecki, Sherrie L

Address: Delaware, OH 43015

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Our National Parks need to be protected for all time as a legacy to all generations to come.

Correspondence ID:

2186 Project:48252 Document: 68894

Name:

Pons, Scott

Address:

Buena Park, CA 90620

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 11:12:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Scott Pons

Correspondence ID:

2188 Project: 48252 Document: 68894

Name:

Dale, Heather

Address:

Wilsonville, OR 97070

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 11:12:56

Correspondence Type:

Web Form

Correspondence: Dear All,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Heather Dale

Correspondence ID:

2189 Project: 48252 Document: 68894

Name:

faupel, matt

Address:

jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The important thing to consider when deciding on a plan for the travel corridor is how the executed plan will actually be used. With

the pathway system in the valley as well as what has been put in GTNP, there will be significant use by the biking community of the road, no matter how it

is built. That use has increased since connecting Town to Moose and Moose to Jenny Lake. Paving the south section of the road will make it easier for

bikes to use it and this piece connects a loop around the valley. Aside from an opinion on an option (although I hate the idea of a car limit and don't think it

can be counted well considering the parking areas and LSR center), I do hope you make sure to put at least a wide shoulder on the road for the bicycles that

will be travelling the road as unless you prohibit them, they will increase their use of the road.

thank you

Correspondence ID:

2190 Project:48252 Document: 68894

Name:

Kuppler, Curtis

Address:

Germantown, IL 62245

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 11:13:54

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Curtis K.

Correspondence ID:

2192 Project:48252 Document: 68894

Name:

Vieira, Barbara

Address:

Staten Island, NY 10312

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 11:19:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Barbara Vieira

Correspondence ID:

2193 Project:48252 Document: 68894

Name:

BRYANT, ELIZABETH

Address:

MERIDIAN, ID 83642

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

2195 Project:48252 Document: 68894

Name:

Giese, Mark M

Address:

Racine, WI 53403

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 11:21:44

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Therese Schafer

Correspondence ID:

2197 Project:48252 Document: 68894

Name:

Sweet, Justin

Address:

Albuquerque, NM 87106

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 11:25:12

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Justin Sweet

Correspondence ID:

2199 Project:48252 Document: 68894

Name:

N/A, Anne

Address:

Los Gatos, CA 95032

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 11:33:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C," best protects the Moose-Wilson Road Corridor and that you should choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that relies on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Anne Huber

Correspondence ID:

2201 Project:48252 Document: 68894

Name:

Stokes, Bill

Address:

Saint Petersburg, FL 33701

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Please institute Alternative 3 or C

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking

area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists

can leave the road without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Correspondence ID:

2202 Project:48252 Document: 68894

Name:

dragif, ella

Address:

hollywood, FL 33021

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: you have to protect the animals and environment

Correspondence ID:

2204 Project:48252 Document: 68894

Name:

Gersh, Kate

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 11:42:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kate Gersh

Correspondence ID:

2206 Project:48252 Document: 68894

Name:

Wirth, Mark R

Address:

Seattle, WA 98102

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect the park and its wildlife over human incursions. Thanks.

Correspondence: Please choose Alternative C for the Moose-Wilson Draft EIS. We should strive to protect the park's animals and ecosystems over our

own access, convenience or even enjoyment. Please make the ethic of protection the guiding principle when choosing a management plan.

Thank you, David Patton

Correspondence ID:

2208 Project:48252 Document: 68894

Name:

Phillips, George F

Address:

Carrboro, NC 27510

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 11:49:34

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

George Phillips

Name: N/A, N/A

Address: Santa Clarita, CA 91387

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 11:50:59

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Carolyn Pettis

Correspondence ID

Name:

Jacobs, John

Address:

Milton, DE 19968

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing about the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As one who appreciates the great gift to the American

people of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request

that you choose Alternative C as your approach to future management.

Visiting Grand Teton National Park in the summer of 2014 I agree that all the cars, pickups and RV traffic diminishes the visitor experience and has a

negative effect on wildlife that rely on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a

plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. Back in the late 70's I managed a tram system

at Sabino Canyon located in Tucson's Coronado National Forest. It was implemented to reduce traffic in the beautiful desert oasis. Initially, it was met with

resistance by the locals, but now it is appreciated by all the visitors. And no one would ever want to go back to allowing private vehicles back in the

canyon.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2213 Project:48252 Document: 68894

Name:

McCorry, Eileen

Address:

New York, NY 10024

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I have had the privilege of visiting several national parks and have spent time on several occasions in Grand Teton. It is my favorite of all the parks and I

still remember my awe when I first saw the mountains rising up from the valley floor.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Eileen McCorry

Correspondence ID:

2214 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Blanchester, OH 45107

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: This plan seems to make sense to me.

Correspondence ID:

2216 Project:48252 Document: 68894

Name:

Johnston, Susan

Address:

East Hartford, CT 06118

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 12:02:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan Johnston

Correspondence ID:

2217 Project:48252 Document: 68894

Name:

Weber, Daniel

Address:

Milwaukee, WI 53209

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We visited Grand Tetons National Park 2 years ago and used the Moose-Wilson Road Corridor to travel to and from the park. The

wealth of wildlife was amazing and we spent hours viewing moose, bear, beaver, a plethora of bird species, and more. We fully appreciate the need to

protect this passage and support all efforts to do so.

Correspondence ID:

2219 Project:48252 Document: 68894

Name:

England II, Roy

Address:

Saint Petersburg, FL 33713

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 12:07:37

Correspondence Type:

Web Form

Correspondence:

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2220 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Barstow, CA 92311

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

Nobody goes to a National Park so that they can experience city traffic or worst of all see animals killed on the road.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. It might be appropriate to consider shuttle buses.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kyri Freeman

Correspondence ID:

2222 Project: 48252 Document: 68894

Name:

Palmquist, Wendy J

Address:

Plymouth, NH 03264

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am a person with a major attachment to our National Parks. One of the best months of my life was the month we visited 10 National Parks in one trip,

from Shenandoah to the Grand Canyon to Yosemite to Yellowstone and more. We camp at Acadia every Memorial Day weekend.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Wendy Palmquist

Correspondence ID:

2224 Project:48252 Document: 68894

Name:

Tanaka, LJ J

Address:

SB, CA 92075

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Ghandi noted that U can judge a civilization by it's treatment of it's animals.

If we will not/can not provide for the survival of the powerless amongst us, mayhaps we are undeserving of our own survival as well.

LJTanaka

Correspondence ID:

2225 Project:48252 Document: 68894

Name:

ganMoryn, Croitiene n

Address:

Ocala, FL 34480

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 12:20:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

C. n. ganMoryn

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Greg

Correspondence ID:

2227 Project: 48252 Document: 68894

Name:

Keiser, Robert

Address:

S. Miami, FL 33143

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 12:25:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert Keiser

Correspondence ID:

2230 Project: 48252 Document: 68894

Name:

Strailey, Faith L

Address:

Quincy, CA 95971

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Tourism in our national parks has increased tremendously. Visitors to national parks enjoy their visit more when they observe wildlife

and natural beauty in a stress free environment. I am writing in response to the Moose-Wilson draft EIS which attempts to address the problem of too many

visitors on a 7 mile stretch of road. Please support Alternative C to help address this problem. It has the potential to protect wildlife and enhance the

personal experience of visitors who travel this stretch of road.

Correspondence ID:

2231 Project:48252 Document: 68894

Name:

Dean, Sue E

Address:

Scottsdale, AZ 85266

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 12:33:25

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

2232 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Lake Forest, IL 60045

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 12:34:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Frederick Schmidt

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Vince Mendieta

Correspondence ID:

2234 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

New York, NY 10065

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 12:37:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2237 Project:48252 Document: 68894

Name:

Ainsley, Brian

Address:

Altamonte Springs, FL 32714-1283

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 12:38:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Brian Ainsley

Correspondence ID:

2238 Project: 48252 Document: 68894

Name:

Friend, Deborah B

Address:

Newton, NH 03858

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale

shuttle system.

Most Sincerely,

Deborah B. Friend

Newton, NH

Correspondence ID:

2240 Project: 48252 Document: 68894

Name:

Masell, June

Address:

New Haven, CT 06512

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join

NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Correspondence ID:

2241 Project: 48252 Document: 68894

Name:

Nagel, Clinton D

Address:

Bozeman, MT 59718-1972

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear NPS:

It is obvious that Grant Teton National Park has become one of America's favorite parks. And it is so because of the magnificent beauty and wildness that it

presents to the millions of visitors over the years. So it is not surprising that continued maintenance and policy decisions need to be upgraded over time to

address concerns that arises from over use. Based upon that need, the historic seven-mile Moose-Wilson Road Corridor has come under increased use and

popularity. And again, it is so because it is one of the most wildlife-rich areas in Grand Teton National Park. It is home to grizzly bears, wolves, and

moose. And that means it's also one of the park's most heavily driven areas for people want to see these iconic creatures. In looking over the options in

which the National Park Service has presented, I believe that Option C is the best alternative. Option C does the following.

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

- Maintain the current "footprint" of the road with minor changes;

- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the

road without incident;

- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

These are all issues and actions that I am in favor of and am in support of. Therefore Option C can better protect the iconic resource of our natural heritage.

We need to let science and common sense direct our decision making process. I believe this option does just that.

Thank you for the opportunity to comment and I hope a favorable consideration will be given to my comments.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert Anderson

Correspondence ID:

2244 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

MIRAMAR, FL 33023

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. I support the National Park System, and believe

that the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and strongly encourage you to choose Alternative C

as your approach to future management.

Obviously, the heavy volume of vehicle traffic has adversely impacted the visitor experience and is having a negative effect on wildlife that rely on this

corridor for their ability to thrive. I trust that you will make the best decision to protect wildlife and natural resources as your top priority while adopting a

plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is, in my opinion, a step in the right direction, but still more could be done.

Thus, I encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Although I have not yet visited Grand Teton and the Moose-Wilson Corridor (it is definitely on my to do list), Grand Teton is a gift cherished by both the

residents of Wyoming and people across the United States, and it is our responsibility to protect these precious resources for all of us and for future

generations. Thank you for your good work to protect this special place.

Sincerely,

Patrick E. Kerr

Sincerely,

Correspondence ID:

2245 Project:48252 Document: 68894

Name:

heffron, joshua

Address:

NYC, NY 10028

United States of America

Outside Organization:

mr Unaffiliated Individual

Correspondence ID:

2246 Project:48252 Document: 68894

Name:

Bartleman, Mark

Address:

Laguna Beach, CA 92651

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: With regards to the Moose-Wilson Road Corridor planning process at Grand Teton National Park, I support the National Park

Service's preferred plan "Alternative C." This alternative appears to best protect the Moose-Wilson Road Corridor.

My understanding is increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-

Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and

enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but I also encourage the Park Service to

complete an analysis of small-scale park transit options that could be utilized in the corridor.

Thank you.

Sincerely,

Mark Bartleman

Correspondence ID:

2247 Project: 48252 Document: 68894

Name:

Garey, JG

Address:

Two Rivers, WI 54241

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management. We need to ensure protection for the wildlife and ensure visitors have a chance to spend time

enjoying the park.

The timing of how many vehicles and the speed limit are important. Increased vehicle traffic has diminished the visitor experience and is having a negative

effect on wildlife that rely on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that

allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. We need to

control off-road vehicles and parking for all vehicles. I encourage the Park Service to complete an analysis of small-scale park transit options that could be

utilized in the corridor.

The park is beautiful and I cherished my time there. Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States,

and it is our responsibility to protect these precious resources for all of us and for future generations.

Thank you for your good work to protect this special

place.

Sincerely,

Please vote for option C as recommended by the National Park Service. Thank you.

Correspondence ID:

2249 Project: 48252 Document: 68894

Name:

Houghtaling, Michael

Address:

Tucson, AZ 85750

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

We am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As supporters of the National Park System, we

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. We encourage

the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Whenever we have the opportunity to enjoy a summer vacation, we usually try to include a visit to one of

our National Parks and we have been quite fortunate in the past to have experienced wonderful trips to most of our parks in the West. The Grand Teton

park is among our very favorite and we fervently wish that it can retain its appeal for all current and future visitors.

Thank you for your good work to protect this special place.

Sincerely,

Michael and Kathleen Houghtaling

Tucson, Az.

Correspondence ID: 2251 Project:48252 Document: 68894

Name: N/A, N/A

Address: Portland, OR 97219

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 12:55:13

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID

Name: Bishop, Cori

Address:

Egg Harbor City, NJ 08215

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 13:00:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cori Bishop

Correspondence ID:

2253 Project:48252 Document: 68894

Name:

Grisez, Bernard J

Address:

Shoreview, MN 55126-1404

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 13:07:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

2255 Project:48252 Document: 68894

Name:

Serra, Ruth

Address:

Clearwater, FL 33764

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Animals have the right to live too!

Correspondence ID:

2258 Project:48252 Document: 68894

Name:

Titilah, Jennifer

Address:

Snoqualmie, WA 98065

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 13:25:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID: 2259 Project:48252 Document: 68894

Name: Landskron, David

Address: Winter Haven, FL 33884

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please keep this area Eco friendly

Correspondence ID:

2260 Project:48252 Document: 68894

Name:

reynolds, lloyd

Address:

fountain valley, CA 92708

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 13:29:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2261 Project:48252 Document: 68894

Name:

White, John

Address:

Mosca, CO 81146

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support alternative C

Correspondence ID: 2263 Project:48252 Document: 68894

Name: Bayer, Judith

Address: San Diego, CA 92126

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 13:34:52

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and as well as people like me from across the United States, and it is our responsibility to

protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Judith Bayer

11536 Alkaid Dr

San Diego CA 92126

Correspondence ID:

2264 Project:48252 Document: 68894

Name:

Zachow, Lynn

Address:

Auburn, WA 98001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 13:35:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lynn Zachow

Correspondence ID:

2265 Project:48252 Document: 68894

Name:

russo, melissa

Address:

Austin, TX 78757

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Pope John Paul II proclaimed that "the animals possess a soul and men must love and feel solidarity with our smaller brethren." He

went on to say that all animals are "fruit of the creative action of the Holy Spirit and merit respect" and that they are "as near to God as men are."

The Holy Father reminded people that all living beings, including animals, came into being because of the "breath" of God. Animals possess the divine

spark of life-the living quality that is the soul-and they are not inferior beings, as factory farmers, fur farmers, and others who exploit animals for profit

would have us believe.

Correspondence ID:

2267 Project: 48252 Document: 68894

Name:

Hinton, Colleen M

Address:

Burien, WA 98166

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 13:40:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

colleen Hinton

Correspondence ID:

2268 Project:48252 Document: 68894

Name:

Green, Arden

Address:

Glen Allen, VA 23060

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 13:46:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Arden Green

Correspondence ID: 2270 Project: 48252 Document: 68894

Name: greer, amy

Address: Brooklyn, NY 11238

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 13:47:34

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Amy Greer

Correspond

Name: Meyerpeter, Kurt W

Address:

Saint Perters, MO 63376

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Concerning the Moose-Wilson Road Corridor alternatives being considered, I prefer "Alternative C."

Correspondence ID:

2272 Project:48252 Document: 68894

Name:

Paddock, Susan S

Address:

Gettysburg, PA 17325

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 14:00:58

Correspondence Type:

Web Form

Correspondence: Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan and Jim Paddock

Correspondence ID:

2274 Project:48252 Document: 68894

Name:

Jasper, Alan

Address:

Merrick, NY 11566-5025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 14:02:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alan Jasper

Correspondence ID:

2275 Project: 48252 Document: 68894

Name:

O'Rourke, Laurie

Address:

Friday Harbor, WA 98250

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 14:03:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Laurie G. O'Rourke, DVM

Correspondence ID:

2277 Project:48252 Document: 68894

Name:

Buttles, Kathryn M

Address:

Sedona, AZ 86340-3055

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please stop forcing us to write constant emails to keep public corporations from destroying what the American citizens cherish.

If you must, use the C plan.

Correspondence ID:

2278 Project: 48252 Document: 68894

Name:

Papia, Cyndi

Address:

Millbury, MA 01527

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 14:10:02

Correspondence Type:

Web Form

Correspondence: ear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cyndi Papia

Name: Wergles, Susan

Address: Rancho Santa Margarita, CA 92688

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 14:15:51

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely

Correspondence ID:

2281 Project: 48252 Document: 68894

Name:

Wergles, Susan

Address:

Rancho Santa Margarita, CA 92688

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 14:16:19

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan Wergles

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely

Correspondence ID:

2282 Project:48252 Document: 68894

Name:

Kish, Betty

Address:

Bloomfield, NJ 07003

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,08,2015 14:18:30

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Betty Kish

Correspondence ID:

2284 Project: 48252 Document: 68894

Name:

Kenyon, Debbie

Address:

Apex, NC 27502

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 14:24:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Debbie Kenyon

Correspondence ID:

2285 Project:48252 Document: 68894

Name:

martens, linda

Address:

San Diego, CA 92121-1706

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 14:24:46

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

I support PLAN C!

Sincerely,

Linda Martens

Correspondence ID:

2286 Project:48252 Document: 68894

Name:

Munger, Dennis B

Address:

Westerville, OH 43081

United States of America

Outside Organization:

Grand Teton Lover Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,08,2015 14:30:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. This works well in Zion.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dennis B. Munger

Correspondence ID:

2287 Project:48252 Document: 68894

Name:

Huttinger, Roberta

Address:

Fort Wayne, IN 46845

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: thank you for the work and effort you and your staff have put into making a plan that is good for both the animals and visitors. I

support Plan C!!

Correspondence ID:

2289 Project:48252 Document: 68894

Name:

Frankel, myrna

Address:

Schaumburg, IL 60195

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 14:35:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Myrna Frankel

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kathleen Medina

Correspondence ID:

2291 Project: 48252 Document: 68894

Name:

Paxton, G. S

Address:

New York, NY 10009

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 14:48:33

Correspondence Type:

Web Form

Correspondence: Dear Mr. Vela,

I support "Alternative C," the preferred plan for the Moose-Wilson Road Corridor.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Thank you.

Greg Paxton

Correspondence ID: 2293 Project: 48252 Document: 68894

Name: stucker, melinda k

Address: norwich, VT 05055

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 14:57:10

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I have had the wonderful good fortune of experiencing the Moose-Wilson Road! What an experience!

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2294 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Chicago, IL 60634

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support the Alternative C plan! The wildlife depends on us!

Correspondence ID:

2295 Project:48252 Document: 68894

Name:

Helm, Janet M

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Team,

Thank you for your hard work outlining a plan for the Moose-Wilson Road. I am in favor of the GTNP preferred plan and look forward to it being implemented.

Correspondence ID:

2298 Project: 48252 Document: 68894

Name:

Bross, C T

Address:

Walnut Creek, CA 94597

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 15:04:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

CT Bross

Correspondence ID:

2299 Project:48252 Document: 68894

Name:

Wacaser, Carolyn

Address:

Lakewood, CO 80227

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence: I've been to the Tetons and we need to preserve that beauty and all the animals who live there.

Correspondence ID:

2300 Project:48252 Document: 68894

Name:

de la Rosa, Marco

Address:

Kirkland, WA 98034

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Leave the Bears alone !

Correspondence ID:

2301 Project:48252 Document: 68894

Name:

Minturn, Todd

Address:

Fresno, CA 93727

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 15:09:12

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Todd Minturn

Correspondence ID:

2303 Project: 48252 Document: 68894

Name:

McClure, Kim

Address:

Lancaster, PA 17601

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 15:11:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Kim McCoure

Correspondence ID:

2304 Project:48252 Document: 68894

Name:

burghat, Barbara

Address:

Bridgeport, CT 06610

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: u

Correspondence ID:

2307 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Singapore, UN 530501

Singapore

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 15:17:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

2308 Project:48252 Document: 68894

Name:

Katz, Cheryl H

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Teton County Historic Preservation Board Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: To Whom it May Concern,

The Teton County Preservation Board is in support of maintaining the historic character and protecting the cultural resources that exist on the Moose

Wilson Road. We believe that the proposed plan is a strong option for maintaining the road's integrity, beauty and simplicity.

With this said, we do not endorse the construction of a parking lot in the view of White Grass Dude Ranch. This is an historic property and, as it sits,

highlights the general feeling of being at a dude ranch from another time. The visual of a modern day parking lot would destroy the integrity of this space.

Thank you for your solicitation of comments and thought about this matter.

Sincerely,

Cheryl Katz

Teton County Historic Preservation Board

Correspondence ID:

2309 Project: 48252 Document: 68894

Name:

Eggleston, Patrick M

Address:

Amherst, NH 03031

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

I want the plant and animal species protected in the park.

Correspondence ID:

2312 Project: 48252 Document: 68894

Name:

West, Derek R

Address:

Mentor on the Lake, OH 44060

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

I believe this plan will best protect wildlife and natural resources while continues to give visitors use and enjoyment of the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Correspondence ID:

2313 Project:48252 Document: 68894

Name:

Green, Amanda J

Address:

Powder Springs, GA 30127

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 15:47:19

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Amanda Green

Correspondence ID:

2314 Project: 48252 Document: 68894

Name:

deLima, Carol

Address:

Milwaukie, OR 97222

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 15:48:04

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID: 2316

Project:

48252

Document:

68894

Name:

Orlinski, Patricia

Address:

Sun City, AZ 85351-2246

United States of America

Outside Organization:

West Valley Neighborhoods Coalition Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,08,2015 15:51:28

Correspondence Type:

Web Form

Correspondence: I'm writing about the plan for Grand Teton. It should include:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Thank you for your attention.

Correspondence ID:

2318 Project:48252 Document: 68894

Name:

brandt, pamela

Address:

Brooklyn, NY 11215

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 15:56:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Thank you for the opportunity to share my opinion on the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of

the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Regards,

Pamela Brandt

Correspondence ID:

2319 Project:48252 Document: 68894

Name:

Boone, James L

Address:

Portland, OR 97229

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park, I believe the Park Service's preferred plan, "Alternative C",

best protects the Moose-Wilson Road Corridor. Please choose Alternative C for future management.

Please protect wildlife and natural resources as your top priority. Adopting a plan that allows visitors to continue to use and enjoy the corridor is also

advisable but only if it fits in with the previous commitment.

The preferred plan is a step in the right direction, but still more could be done. Please complete an analysis of small-scale park transit options that could be

utilized in the corridor.

Grand Teton is a gift cherished by all Americans, and it is our responsibility to protect it for present and future generations. Thank you for your good work

to protect this special place.

Sincerely, James L Boone

Correspondence ID:

2321 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Saint Augustine, FL 32092

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 16:06:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Donald Dybel

Correspondence ID: 2322 Project: 48252 Document: 68894

Name: Staats, Jean

Address: Sunnnyvale, CA 94086

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 16:06:54

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

I cherish my sightings of wildlife when I visit National Parks and wish very much to protect the wildlife of the Moose-Wilson Road Corridor.

Sincerely, Jean Staats

Correspondence I

Name: Roegner, Debby

Address:

West Bend, WI 53095

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: This plan be good, as it would benefit both wildlife and people who want to enjoy the wilderness and see the wildlife as well.

Correspondence ID:

2325 Project:48252 Document: 68894

Name:

Bleifeld, Neil

Address:

NEW YORK, NY 10036-1295

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 16:14:15

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2327 Project:48252 Document: 68894

Name:

Scott, Raeann K

Address:

Sumas, WA 98295

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 16:18:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

2329 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Canton, OH 44708

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 16:24:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nathan Wilson

Correspondence ID:

2331 Project:48252 Document: 68894

Name:

Vargas, Christopher

Address:

COSTA MESA, CA 92626

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 16:28:03

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Christopher Vargas

Correspondence ID:

2332 Project: 48252 Document: 68894

Name:

Hilgenberg, Robert G

Address:

Everett, WA 98203

United States of America

Outside Organization:

Self Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: After visiting Teton National Park, I found it one of our most unique and stunning. The views from around the park are spiritually

lifting and notreplacible. Save this gem of National investments.

Correspondence ID:

2334 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

State College, PA 16803

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 16:34:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, Alternative C, best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan Gottfried

2) Eliminate the use of the Moose-Wilson road as a route between Teton Village and the Airport. I'm quite sure Jerry Blann's involvement in these

discussions is not in the best interest of the park. With today's technology, I'm sure you could monitor all license plates that pass through the MW Kiosk. If

any of these plates appear at the airport within, say, the next hour, slap a significant fine on the owner of the vehicle. If Teton Village businesses can no

longer use the route to shuttle guests, maybe they will start talking about a North Bridge (which would help Jackson's transportation problems immensely).

Regarding the bike path: It's really hard to believe that bikers are a significant problem when compared to the thousands of cars that travel the route. The

massive traffic jams that occur when any wildlife is spotted from the road has to be a far greater impact to wildlife than the occasional biker. Not including

a bike path or biking lane only creates safety issues and really does not serve the visiting public well.

Correspondence ID:

2336 Project: 48252 Document: 68894

Name:

Ketcherside, Sharon

Address:

Lincoln, CA 95648

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 16:46:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sharon Ketcherside

Correspondence ID:

2338 Project:48252 Document: 68894

Name:

Bello, D M

Address:

Washington, DC 20009-4323

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C," the preferred plan.

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

And the National Park Service should continue to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

2339 Project: 48252 Document: 68894

Name:

Kjorstad, Randy J

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am a Teton County resident and have reviewed the Moose Wilson corridor draft comprehensive management plan/environmental

impact statement. I was disappointed to see that a foot and bicycle pathway was left out. I personally avoid the corridor during peak tourist season because

of dust from vehicle traffic and the fact I prefer to bike through the corridor. A pathway similar to the one going to Jenny Lake would be an asset to the

park to decrease the number of vehicles on the road and in the Valley by improving bicycle friendly connectivity. I would prefer to see Alternative D

pursued that would limit vehicles more and open the corridor more to foot and bicycle traffic. Options such as making vehicle traffic one direction would

limit people using the corridor as a commuter bypass between Teton Village and Moose would still allow visitors vehicle access to wildlife viewing. This

would allow for the pathway to be in place without increasing the footprint further into wildlife habitat which seems to be the main opposition to increased

foot and bicycle traffic. I think any method that keeps bicyclists on the same road with motor vehicles, especially when the drivers are distracted looking at

landscape and wildlife is putting our visitors and residents at unnecessary risk. The comments about historic low use of corridor undoubtedly has

something to do with number of vehicles, dust, and lack of safety for bicyclist. During the summer there is a steady flow of bicycles between Jenny Lake

and Moose would likely be the same if there was safe infrastructure between Teton Village and Moose. This would also tie the Park to the Jackson Hole

Valley vision of bike path connectivity and it's further implications on health, global warming, etc... I urge you to reconsider into backing an Alternative

that would include a multiuse pathway instead increasing the ease of vehicle access which would then need to be limited with increased resource utilization

to enforce speed restrictions, reservation systems, and timed sequence techniques.

Correspondence ID: 2341 Project:48252 Document: 68894

Name: Hamm, Bill

Address: Theodore, AL 36582

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 16:55:52

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bill Hamm

Correspondence ID

Name:

N/A, N/A

Address:

Washington , DC 20002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I like plan c, the "preferred plan", also consider having a shuttle tour with narration for tourists so they don't all drive their cars up and

back

Correspondence ID:

2343 Project: 48252 Document: 68894

Name:

Clark , Stephanie M

Address:

Brookfield , MA 01506

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 17:11:11

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[stephanie Clark

Correspondence ID:

2345 Project: 48252 Document: 68894

Name:

Wetherby, Lisa

Address:

Secane, PA 19018

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 17:20:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lisa Wetherby

Secane, PA

Correspondence ID:

2346 Project:48252 Document: 68894

Name:

Vermeulen, Martha/Eric

Address:

Grandville, MI 49418

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 17:23:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2348 Project: 48252 Document: 68894

Name:

Tutihasi, R-Laurraine

Address:

Oracle, AZ 85623-5323

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 17:25:09

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2349 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Harpers Ferry, WV 25425

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 17:27:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Donna Marks

Correspondence ID:

2351 Project:48252 Document: 68894

Name:

White, Nancy P

Address:

Spokane Valley, WA 99216

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 17:38:57

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nancy P. White

Correspondence ID:

2353 Project: 48252 Document: 68894

Name:

Coon, John

Address:

Seguin, TX 78155

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 18:00:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

John Coon

Correspondence ID:

2355 Project:48252 Document: 68894

Name:

Kieffer, Ramsay

Address:

Milford, DE 19963

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 18:27:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ramsay Kieffer

Correspondence ID:

2356 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Lancaster, PA 17601

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 18:28:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Best Regards,

Nathan Van Velson

Correspondence ID:

2358 Project:48252 Document: 68894

Name:

O'Reilly, Patricia I

Address:

La Mesa, CA 91942

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: To ensure delivery to your inbox, please add us to your address book:
takeaction@npca.org

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

I am glad that my experiences along the corridor happened more than a decade ago when the road was a pretty well kept secret. The road was mostly

unpaved, very uneven, and even 20 mph would have been foolhardy. It was beautiful and quiet and the very slow-passing vehicles did not disturb the

animals. Traffic was very light and stopping in the road to take a picture inconvenienced no one. I was shocked to learn that it had become so well known

that 200 can be considered a conservative number.

It is a quiet and private place that is better kept from mass consumption but I appreciate the fact that many would love to see it at least once and it is hard to

justify placing sterner restrictions. But great care must be taken to assure that we do not destroy the places we love.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Patricia I. O'Reilly

Correspondence ID:

2359 Project: 48252 Document: 68894

Name:

Pakins, Janet C

Address:

Oakland, CA 94611-5115

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 18:42:15

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Janet Parkins

wheel drive road accessing spectacular mountainous terrain. If the trailhead must be relocated, the best compromise might be the alternative with the trailhead .4 miles from where it currently exists.

Thank you for taking the time to review my comment.

Sincerely,

Brian Smith

Exum Mountain Guide

AMGA Certified Rock and Alpine Guide

Correspondence ID:

2362 Project:48252 Document: 68894

Name:

Waltman, Martha E

Address:

Newberry, FL 32669

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 18:57:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing in regard of the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but I encourage the Park Service to complete

an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by people across the United States, and it is our responsibility to protect these precious resources for all of us and for future

generations. Thank you for your good work to protect this special place.

Sincerely,

Martha Waltman

Correspondence ID:

2363 Project: 48252 Document: 68894

Name:

Reise, Elaine

Address:

Cocoa Beach, FL 32931

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 19:04:42

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Elaine Reise

Correspondence ID:

2365 Project: 48252 Document: 68894

Name:

Meyer, Roger A

Address:

Chattanooga, TN 37421

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have been a devote outdoor lover for over fifty years, having done a lot of sightseeing, hiking, canoeing/kayaking, camping and

when younger, hunting and fishing. I have visited many of our national parks and recreation areas as well as many state and local wilderness areas. I will

not be able to continue to be as active as I have been, but my son has introduced his two children and my daughter her one girl to the outdoors. I am very

committed to seeing these wonderful parts of our heritage to continue to be available to generations to come.

Correspondence ID:

2366 Project: 48252 Document: 68894

Name:

Wilkinson, Dorothy G

Address:

Hollywood, CA 90027-5722

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Will ALL you powers that be, of whatever agency, PLEASE just start protecting our air, our water and our earth? Who said you could

sell the mineral rights on public lands to private or public corporations? What a HORRIBLE idea! STOP THE PLUNDERERS AND DESTROYERS OF

OUR HABITAT!

Correspondence ID:

2368 Project:48252 Document: 68894

Name:

Lakowski, Deborah A

Address:

Crystal Lake, IL 60014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have visited the park yearly for the past twenty years. It is my favorite in the 48. I would stand behind Alternative C, the NPS

recommendation. It has the best compromise for the animal and people activity.

Please make a decision and move on to the next step.

Thank you Deborah Lakowski

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect wildlife from all the changes that are taking place along the Moose-Wilson Corridor at the Tetons by choosing

Alternative C. After the time and research that went into it, the findings suggest that this would be the most feasible choice to make. Protect wildlife and

the habitat as well as the eco-system. Having been to Yellowstone National Park and the Grand Tetons, I would like to know that our children and their

children will have the same opportunities as us to enjoy these special places.

I feel so strongly about these same values that I became a Volunteer for the National Park Service.

Please take this seriously and do the right thing. You

have the power to make a difference. I know in your heart that you know it's the best course of action to take.

I am a (VIP-Lowell National Historic Park, Lowell, Ma.), and a lover of nature, wildlife, climate change, our National parks and and historic places. I have

been to 11 National Parks. I belong to over 30 non-profit organizations. Some of which are the National Park Foundation, Wilderness Society, Sierra Club,

Friend of Yellowstone, Save the Redwoods League, Nature Conservancy, Environmental Defense Fund, Defenders of Wildlife, Earthjustice, League of

Conservation Voters, National Wildlife Federation, World Wildlife Fund, Yosemite Conservancy, National Park Conservation Association, Natural

Resources Defense Council, Ocean Conservancy, Student Conservation Association, Sierra Club and others.

In closing, please consider what the outcome could be if we don't react now to the issues at hand. Thank you in advance. Sincerely, Edward Souza

Correspondence ID:

2371 Project:48252 Document: 68894

Name:

Bull, Dr. Mike

Address:

West Suffield, CT 06093-2922

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 19:29:54

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dr. Mike Bull

Correspondence ID:

2372 Project:48252 Document: 68894

Name:

Spicer, Camilla

Address:

Port Charlotte, FL 33952

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 19:31:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Camilla Spicer

Correspondence ID:

2374 Project:48252 Document: 68894

Name:

Rhum, Madeline

Address:

Brooklyn, NY 11215

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 19:43:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Madeline Rhum

Correspondence ID:

2375 Project: 48252 Document: 68894

Name:

Stevens-Briody, Susie P

Address:

Ashland, OR 97520

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 19:49:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susie

Correspondence ID:

2376 Project:48252 Document: 68894

Name:

Stuckey, Richard

Address:

Chicago, IL 60614

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Thank you for your good work to protect this special place.

Sincerely

Richard J Stuckey

preferred plan.

The plan would:

- 1) Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- 2) Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
- 3) Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- 4) Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- 5) Maintain the current "footprint" of the road with minor changes;

6) Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;

7) Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

In summary, Superintendent David Vela, MY HUSBAND AND I support "Alternative C," the preferred plan. "ALTERNATIVE C" IS THE RIGHT, FAIR, JUST, HUMANE AND HEALTHY ACTION TO TAKE.

Correspondence ID:

2378 Project:48252 Document: 68894

Name:

Lanfranchi, L J

Address:

New Braintree, MA 01531

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 19:55:34

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

L. J. Lanfranchi

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Barry Adler

Correspondence ID:

2380 Project:48252 Document: 68894

Name:

ARNOLD, SUZANNE J

Address:

Golden Valley, AZ 86413

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: save the park so that, it will be there for the people of U.S.A. CAN GOAND SEE IT!!!

Correspondence ID:

2382 Project:48252 Document: 68894

Name:

Wright, Steven D

Address:

Auburn, WA 98002

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 20:23:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Sincerely,

Steven Wright

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dennis Hall

Correspondence ID:

2385 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

rescue, CA 95672

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 20:38:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

J Angell

Correspondence ID:

2387 Project:48252 Document: 68894

Name:

Smith, David A

Address:

Irvine, CA 92617

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 20:54:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor

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corridor.

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to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special

place.

Sincerely,

Correspondence ID:

2388 Project: 48252 Document: 68894

Name:

Shivers, Timothy

Address:

Dallas, TX 75212-1681

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I am demanding the GOP end its attacks on Planned Parenthood and women's health.

Correspondence ID:

2390 Project:48252 Document: 68894

Name:

D'Antonio, Kitty

Address:

Hayden Lake, ID 83835

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 21:08:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kitty D'Antonio

Richard Saretsky

Correspondence ID:

2392 Project:48252 Document: 68894

Name:

Tichman, Nadya

Address:

Oakland, CA 94602

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 21:17:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID: 2394 Project: 48252 Document: 68894

Name: van schijndel, amy m

Address: san diego, CA 92122

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,08,2015 00:00:00

Correspondence Type: Web Form

Correspondence: yay

Correspond

Name: Pasqua, John

Address:

ESCONDIDO, CA 92025

United States of America

Outside Organization:

Frau Unaffiliated Individual

Affiliation:

Member

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: MAKE ALTERNATIVE C THE PREFERRED PLAN .

Correspondence ID:

2397 Project:48252 Document: 68894

Name:

Fonda, Tom

Address:

State College, PA 16803

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 21:44:52

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, Alternative C², best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States. It is our responsibility to protect these precious resources for all of us and for future generations.

Please continue your good work to protect this special place.

Sincerely,

Tom Fonda

Correspondence ID:

2398 Project:48252 Document: 68894

Name:

Hunrichs, Paul G

Address:

Santee, CA 92071-2206

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 22:04:10

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Paul G. Hunrichs

Correspondence ID:

2399 Project: 48252 Document: 68894

Name:

magaziner, sally

Address:

malvern, PA 19355

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 22:12:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Alternative C sounds like a good plan - a win for the park, and a win for visitors, and a win for wildlife!

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

2401 Project: 48252 Document: 68894

Name:

Judd, David

Address:

Eureka, MO 63025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 22:25:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

My grandparents visited this location frequently, and I have not yet been there. Please protect our National Parks.

Sincerely,

David Judd

Correspondence ID:

2402 Project: 48252 Document: 68894

Name:

Mittelstaedt, Thomas

Address:

Chaska, MN 55318

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please keep wild places wild. There are so few left, and once they are gone, they won't come back until we are all gone. Please protect

this great legacy.

Correspondence ID:

2405 Project:48252 Document: 68894

Name:

Abreu, Melissa

Address:

Palmetto Bay, FL 33157

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 23:04:25

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2406 Project: 48252 Document: 68894

Name:

Walsh, Gerry

Address:

Brewster, NY 10509

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 23:07:06

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Gerry Walsh

Correspondence ID:

2407 Project: 48252 Document: 68894

Name:

Stabler, Jessica

Address:

Herriman, UT 84096

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 23:10:30

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jessica Stabler, Esq.

Correspondence ID:

2409 Project: 48252 Document: 68894

Name:

Tyree II, James

Address:

Portland, OR 97225

United States of America

Outside Organization:

Oregon Field & Brush Mowing Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,08,2015 23:19:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mr. James L Tyree II

Correspondence ID:

2410 Project:48252 Document: 68894

Name:

N/A, Virginia

Address:

Woodland, CA 95695

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have been a volunteer camp host at National & State Parks in the east & a private camp in the Sierra near Donner Pass. I so

appreciate the work of the professional Rangers. Both National & the Forest Service. My parents took me on a trip across the US in 1946. We stopped at

many Parks. I can't imagine doing anything to this precious land that would hurt the land and animals. We must preserve these lands for future generations

& NOT allow industry to use any part of it that would harm the land or animals. It would be shameful to allow that to happen.

Correspondence ID:

2413 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

San Diego, CA 92122

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:12:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Diane Krell-Bates

Correspondence ID: 2414 Project:48252 Document: 68894

Name: N/A, N/A

Address: Ardmore, OK 73401

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,09,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I want parks like the Grand Canyon preserved because, for one selfish reason, I want to see it with my own eyes.

Correspondence ID

Name:

N/A, N/A

Address:

Alexandria, VA 22314

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:19:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by people across the United States, and it is our responsibility to protect these precious resources for all and for future

generations. Thank you for your good work to protect this special place.

Correspondence ID:

2416 Project:48252 Document: 68894

Name:

Kotowicz, Susan T

Address:

Cheyenne, WY 82001

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 00:27:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Caleb Laieski

Correspondence ID:

2418 Project:48252 Document: 68894

Name:

Williams , Weldon

Address:

Owasso , OK 74055-7102

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:43:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Weldon Williams

Correspondence ID:

2420 Project:48252 Document: 68894

Name:

Ferri, Sandra

Address:

Bäretswil, UN 8344

Switzerland

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The protecting of Moose, Wolves and Grizzly's is really important and therefore the Corridor has to be protected.

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Henry Browning

Correspondence ID:

2423 Project:48252 Document: 68894

Name:

Escobar, Victor

Address:

Midlothian, VA 23113-2366

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 04:10:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Victor Escobar

Correspondence ID:

2424 Project:48252 Document: 68894

Name:

Netzel, Forrest

Address:

New Berlin, WI 53151

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Correspondence ID:

2425 Project:48252 Document: 68894

Name:

Marshall, Sandra

Address:

Kannapolis , NC 28081

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 04:16:34

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sandra Marshall

Correspondence ID:

2427 Project: 48252 Document: 68894

Name:

Cornetta, Eric E

Address:

Hingham, MA 02043

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter & avid user of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road

Corridor and request that you choose Alternative C as your approach to future management.

Sincerely,

Eric E Cornetta

Correspondence: PROTECT PEOPLE AND ANIMALS!

IN A NEW AND BETTER WAY!!! :)

Correspondence ID:

2430 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Dryden, MI 48428

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 06:22:38

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID: 2431 Project: 48252 Document: 68894

Name: Osborne, Deborah

Address: Monroe, NC 28110

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,09,2015 06:34:18

Correspondence Type: Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. I believe this is a sound and reasonable approach that will accomplish these goals. Thank you for your

good work to protect this special place.

Sincerely,

Deborah Osborne

Correspondence ID:

2432 Project: 48252 Document: 68894

Name:

Straka, Anthony T

Address:

Wappingers Falls, NY 12590

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 06:54:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. While

restricting the number of vehicles using the road at one time is certainly a good first step, I encourage the Park Service to complete an analysis of small-

scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Anthony T.Straka

Correspondence ID:

2434 Project:48252 Document: 68894

Name:

Moore, Christopher

Address:

Austin, TX 78757

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 06:57:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Christopher Moore

Austin, Texas

Correspondence ID:

2435 Project: 48252 Document: 68894

Name:

Harris, Joseph S

Address:

Cincinnati, OH 45213

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 07:13:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Joseph S. Harris

Correspondence ID:

2436 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Reading, PA 19609

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 07:17:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kristie

Correspondence ID:

2438 Project:48252 Document: 68894

Name:

Buck, Mary Lou S

Address:

Charlotte, NC 28209

United States of America

Outside Organization:

Sierra Club Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support The National Park Service options for the Moose-Wilson Road Corridor - "Alternative C," the preferred plan.

Correspondence ID:

2441 Project: 48252 Document: 68894

Name:

Strawn, M.

Address:

Warren, MI 48093

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park:

I believe the Park Service's preferred plan, Alternative C², best protects the Moose-Wilson Road Corridor and recommend that you choose Alternative C

as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by people across the United States, and it is our responsibility to protect these precious resources for all of us and for future

generations. Thank you for your good work to protect this special place.

Correspondence ID:

2442 Project: 48252 Document: 68894

Name:

Stark, Rodney

Address:

Springfield, PA 19064

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 08:22:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Rodney T. Stark

Correspondence ID:

2445 Project:48252 Document: 68894

Name:

Humble, Susan J

Address:

Knoxville, TN 37920-4734

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 09:18:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan J. Humble

Correspondence ID:

2446 Project: 48252 Document: 68894

Name:

Platt, David S

Address:

Halifax, PA 17032

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: "Alternative C", best protects the Moose-Wilson Road Corridor. Please choose Alternative C as your approach to future management.

The sound and smell of motorized vehicles pollute the wilderness experience of being in a national park. People should view the park on foot or on

bicycles. I would prefer motorized traffic be limited to buses.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Chantal Buslot

Correspondence ID:

2449 Project:48252 Document: 68894

Name:

Ringe, Axel C

Address:

New Market, TN 37820

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 09:31:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

These comments address the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a visitor and fan of Grand Teton National

Park, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C

as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Axel C. Ringe

Correspondence ID:

2450 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

carlyle, IL 62231

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 09:44:37

Correspondence Type:

Web Form

Correspondence: Please take action on this important development.

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Terry S

Correspondence ID:

2451 Project:48252 Document: 68894

Name:

Uecker, Robert

Address:

Fort Wayne, IN 46808

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 09:58:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

R. Uecker

Correspondence ID:

2453 Project:48252 Document: 68894

Name:

Roden, Karen L

Address:

Belmont, MI 49306

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: First of all, I don't understand why, we, human beings, the supposed most intelligent creatures, are so stupid. Why do humans feel the

need to destroy this magnificent gift given to all of us, this place called Earth. Unbelievable wonders and breathtaking beauty are found in so many

locations around this world. We need to treasure all of this land, every last inch. Humans were not the first creatures in this world, as a matter of fact, we

are a new species in terms of Earth years. But we have done a great job of destroying so much of her, and we are obviously going to destroy more. I, sadly

a human, am ashamed to be here to witness what we have done here. But, I am thankful, I was born in time to witness and stand admiringly in the beautiful

parks, which were set aside and protected. How can anyone look upon these parks Acadia, Isle Royale, Yellowstone, Zion, Bryce, Saguaro, Rocky

Mountain, Yosemite, Arches, Grand Canyon...just to mention a few, and not feel overwhelmed, blessed, and breathless. No matter how many times I see

any of these sites, I am speechless. I can barely look away, I do not want to leave. These are the things we should honor and hold sacred, not cars, homes..

money !!

Please keep these places safe, we need them, more than I think any of us know !!!

Correspondence ID:

2454 Project: 48252 Document: 68894

Name:

Klikunas, Len

Address:

Boise, ID 83702

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

This concerns the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I believe the

Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach

to future management.

I encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across Idaho, and it is our responsibility to protect these precious resources

for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Len and Alberta Klikunas

Correspondence ID: 2456 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Eureka, CA 95503

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,09,2015 10:39:07

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID

Name:

graves, michelle

Address:

farmington, MO 63640

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: u need 2 help the environment and the animals as much as possible. we have a lot of problems with the ecosystem u need 2 help keep

the the balance in order as much as possible please b4 its 2 late. we have 2 many animals near extinction as it is we need 2 save them as much as possible.

Correspondence ID:

2458 Project:48252 Document: 68894

Name:

Holtzman, Dorothy

Address:

Lakewood, NJ 08701

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 10:40:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2459 Project: 48252 Document: 68894

Name:

Hylton, Steve

Address:

Lake Isabella, CA 93240-9005

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 10:42:34

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Steve

Correspondence ID:

2461 Project: 48252 Document: 68894

Name:

Wilson , Sarah E

Address:

Pullman , WA 99163

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Protect the earth at all costs.

Correspondence ID:

2462 Project: 48252 Document: 68894

Name:

Allen, E. Augusta A

Address:

Milford, CT 06460

United States of America

Outside Organization:

National Parks Conservation Association Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 11:05:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

E. Augusta Allen

Correspondence ID:

2464 Project: 48252 Document: 68894

Name:

Hiestand, Nancy

Address:

Davis, CA 95616

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I have visited and hiked in Grand Teton National Park several times over the past 60 years. It is my late father's favorite of all the parks we have visited.

This letter is regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nancy Hiestand

Correspondence ID:

2465 Project:48252 Document: 68894

Name:

Cowin, Caryn L

Address:

South Pasadena, CA 91030-3517

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 11:12:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Caryn L. Cowin

Correspondence ID: 2467 Project: 48252 Document: 68894

Name: Schonfeld, M

Address: Cinnaminson, NJ 08077

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,09,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please support Alternatine C.

This best protects the diversity of our parks.

Correspondence ID

Name: Layser, Earle F

Address:

Alta, WY 83414

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 11:22:44

Correspondence Type:

Web Form

Correspondence: Re. Moose-Wilson Corridor Plan December 10, 2015

I am a long time Jackson Hole-Teton Valley resident and GTNP user and supporter. I believe GTNP is a National Treasure. As such, I feel its

management/planning should follow the NPS Directives, wherein: "Conservation will be predominant when there is a conflict between protection of

resources and their use," and, "Prevent impairment of park resources and their use."

In addition, the Directive for the NPS to "Maintain responsibility for making decisions..." in this case, is particularly important given the history of GTNP's

establishment, and the State of Wyoming and Wyoming Congressional representatives bent toward "resource use," animosity toward large carnivore

protection and wilderness, and continued attempts to gain control the management of Federal lands to the detriment of our national wildland resources. If it

had been up to State and local government there would be no GTNP as we know it today. My point is, the NPS will need the political will to resist State

and local government's inappropriate, biased and 19th century out-of-touch calls for maximizing resource development and use. Please stand strong with

implementing your guiding NPS Directives cited above.

I believe your preferred Alternative C is well thought out. Thank you. I can generally support it.

You have left it open for eventual shuttle services. I commented earlier that I believed implementing scheduled shuttle services from the Craig Thomas

Visitor Center to the LSR Preserve Center could contribute greatly to reducing conflict and the number of vehicles on the Moose-Wilson Road, while still

providing adequate access for most visitors. Some may even prefer it over driving themselves and having to queue up.

I'm not so sure that there won't be problems/conflicts/safety issues with bicycles sharing the road with tourists who have never shared the road with cyclists

and may not be paying attention while looking around, etc. I'm not so sure the queuing up plan won't be an operational challenge, too? Will it be set up

electronically with stop-go lights? All that said, you have wisely left it open to being revisited and adapted as needed in the future based on monitoring,

which I think is the management empowerment you need to have. And I like your idea of managing bicycle access similar or equal to other vehicles. In

fact, a bicycle on the Moose-Wilson road should equal one vehicle.

I think the Death Canyon Trailhead parking area should be conservatively developed on an as needed basis with the maximum parking at less than 90-

vehicles. That seems like a lot to me? That's like Albertson's parking lot. And that is a lot of clearing and paving or site hardening. How about doing a

realistically reduced parking area initially to accommodate maybe 50 vehicles to begin with(no RVs beyond a certain size). Parking permits could/should

be required and issued at Entrance Stations. When the permits available are filled, that's it until someone comes back out. The Park cannot continue to

accommodate every growing user demand and still meet the NPS Directives.

Thank you for the opportunity to comment.

Earle and Pattie Layser

500 Targhee Towne

Alta, WY 83414

.

Name: Blatt, Adam

Address: Jackson, WY 83001

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,09,2015 11:29:13

Correspondence Type: Web Form

Correspondence: I was very glad to hear that the park's preferred plan does not include a bike pathway, but I am concerned that the park will ultimately give into pressure from local pathway advocates.

Having lived in Grand Teton National Park for several summers as a concessionaire employee, I recognize the convenience of Moose-Wilson road as a

transportation corridor, but I also realize that it was a terrible place to build a road from an ecological perspective.

Adding a pathway will introduce heavy machinery into an ecologically important area for an extended period of time, disrupting soils and removing trees.

This area is more sensitive than the other areas where pathways have been constructed.

A pathway does not benefit the vast majority of GTNP visitors. It benefits local residents who enjoy cycling, as well as a tiny percentage of park visitors

who come here to bike. These cyclists' desire to access this area by bike is not sufficient reason to risk ecological damage to a highly sensitive area.

The pathway will not reduce emissions or vehicle trips; people who currently drive this road will not switch to using bikes. A pathway would be purely for

recreational purposes. It would be a playground for those who have the time and inclination to bike, rather than hiking or sightseeing by car.

The park spent a great deal of money and consideration to study the Moose-Wilson alternatives and I believe the preferred plan of action is reasonable. Do

not give into pressure to build a pathway for the amusement of a limited group of locals.

Correspondence ID

Name: Tuman, Susan B

Address:

North Topsail Beach, NC 28460-9558

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 11:29:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Susan B. Tuman

Correspondence ID:

2471 Project:48252 Document: 68894

Name:

N/A, Dale

Address:

Box Elder, SD 57719

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 11:30:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dale

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

A concerned United States citizen

Correspondence ID:

2473 Project:48252 Document: 68894

Name:

Chandler, Vickie

Address:

San Jose, CA 95124

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 11:41:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Vickie Chandler

Correspondence ID:

2475 Project: 48252 Document: 68894

Name:

Timberlake, Ralph

Address:

Huntsville, AL 35810

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Criminal Investigation manager:

Property owner Ralph Timberlake files this formal complaint of mail fraud against the USPS and its officials. None but the unscrupulous officials is

returning mail addressed to 2117 Atkins Drive, Huntsville, Alabama 35810 to senders.

Because USPS' officials surreptitiously returned property owner Ralph Timberlake's mail to its senders, he submits this letter of complaint. Some ignoble

USPS officials are unjustly and without a hearing repudiating Homeowner Ralph Timberlake's rights and privileges to receive USPS' property and home

mail delivery service. In light of the alleged egregious banning of Property owner Ralph Timberlake' rights and privileges to receive USPS property and

home mail delivery service; he requests a criminal and a civil investigation into its lawfulness. Why are all First-class mail addressed to 2117 Atkins Drive, Huntsville, Alabama 35810 and Ralph Timberlake subjected to the USPS personnel's whim? It's a blatant illustration and deed of kakistocracy, the USPS officials ordered a perpetual banning of all First-class mail delivered service to 2117 Atkins Drive, Huntsville, Alabama 35810 while denying requested evidence and hearing. However, the USPS officials' unceasing abridgment of property owner Ralph Timberlake's right to receive USPS' property and home mail delivery service is a crime of fraud. Numerous USPS officials legitimately rebuffed this adverse affected party's official application for a copy the legal reasons and the legal justification for denial of service. Yes, their unilateral decided to return Ralph Timberlake's mail to its senders is a gross wrong and a travesty of justice.

Correspondence ID:

2476 Project:48252 Document: 68894

Name:

Plummer, Van L

Address:

Solomons, MD 20688

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 11:58:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Van Plummer

Correspondence ID: 2477 Project: 48252 Document: 68894

Name: Marks, PhD, Luan F

Address: Niles, MI 49120-4157

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,09,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

The Grand Tetons are sacred places to Native Americans. Protections should be established permanently for these places.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, it is a sacred place for Native Americans, and it is

our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special and

sacred place.

Sincerely,

Luan Fauteck Makes Marks, PhD

Correspondence ID:

2478 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Martinez, CA 94553

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 12:11:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Janet K

Correspondence ID:

2479 Project:48252 Document: 68894

Name:

Schettino, Chris

Address:

Miami, FL 33137

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 12:26:58

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2481 Project: 48252 Document: 68894

Name:

Love, Sarah J

Address:

Riverside, IL 60546

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 12:30:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sarah Love

Correspondence ID:

2483 Project: 48252 Document: 68894

Name:

Akrami, Jason A

Address:

Naples, FL 34113

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 12:39:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Jason Akrami

Correspondence ID:

2484 Project:48252 Document: 68894

Name:

rowe, erin

Address:

arcata, CA 95521

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Protect the Tetons.

Correspondence ID:

2485 Project:48252 Document: 68894

Name:

Kite, Richard

Address:

New York, NY 12345

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 12:52:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Richard Kite

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

2487 Project: 48252 Document: 68894

Name:

Heinly, Bridgett

Address:

San Diego, CA 92107

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 13:18:23

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bridgett Heinly

Correspondence ID:

2489 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

massa pk, NY 11762

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 13:29:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

j valentine ny

Correspondence ID:

2490 Project:48252 Document: 68894

Name:

Corry, Ronit

Address:

Santa Barbara, CA 93101

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C".

Correspondence ID: 2491 Project:48252 Document: 68894

Name: McCarthy, Debbie

Address: Phillips, ME 04966

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,09,2015 13:34:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID

Name:

Pakaln, Laura

Address:

Nyack, NY 10960

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 13:40:48

Correspondence Type:

Web Form

Correspondence:

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2493 Project:48252 Document: 68894

Name:

Kirschling, Karen

Address:

San Francisco, CA 94117

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 13:41:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Karen Kirschling

Correspondence ID:

2495 Project:48252 Document: 68894

Name:

FARAMIN, Anne-Françoise

Address:

BEAUNE, UN 21200

France

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Il est urgent de sauvegarder le Grand Teton Canyon ! Pour la faune, dont c'est le territoire et pour préserver cet endroit encore

sauvage.

Il va falloir que l'humain cesse de tout vouloir détruire, pour son seul bénéfice, et toujours dans une vision à court terme.

Correspondence ID:

2498 Project:48252 Document: 68894

Name:

Bey, Lisa

Address:

Medicine Hat, UN T1A 5P8

Canada

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 14:51:48

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[Lisa Bey]

Correspondence ID:

2499 Project: 48252 Document: 68894

Name:

Ray, Richard A

Address:

Troutdale, OR 97060

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 15:04:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Richard A Ray

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

2500 Project: 48252 Document: 68894

Name:

Stanton, Liana

Address:

Miami, FL 33155

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 15:10:19

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,\

Liana Stanton

Correspondence ID: 2502 Project: 48252 Document: 68894

Name: Davis, Jacqueline A

Address: San Antonio, TX 78231

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,09,2015 15:28:46

Correspondence Type: Web Form

Correspondence: Close the Moose-Wilson Road Corridor permnently to people and let the animals have their land.

Correspondence ID:

2503 Project:48252 Document: 68894

Name:

Maghakian, Michael

Address:

Hercules, CA 94547

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 15:58:09

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2504 Project:48252 Document: 68894

Name:

Flores, Regina

Address:

Lake Elsinore, CA 92532

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 16:15:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Regina Flores

Correspondence ID: 2505 Project: 48252 Document: 68894

Name: Wyman, Elizabeth

Address: Chicago, IL 60615

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,09,2015 16:16:17

Correspondence Type: Web Form

Correspondence: Set up an alternative plan that would:

- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Maintain the current "footprint" of the road with minor changes;
- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

2506 Project: 48252 Document: 68894

Name:

McGratty, Jessica

Address:

Charlotte, NC 28205

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support alternative C - the preferred plan. Do the right thing.

Correspondence ID:

2507 Project:48252 Document: 68894

Name:

horn, scott

Address:

teton village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 16:30:48

Correspondence Type:

Web Form

Correspondence: I continue to believe that Alternative D with the improved modification of mass transit is the best choice. People are coming from all

of the country and all over the world to visit our parks. the current thinking continues to view the visitor experience from an automobile perspective. We

should be incorporating mass transit and safe cycling as ways to visit our park.

Correspondence ID:

2509 Project:48252 Document: 68894

Name:

sangster, carol

Address:

ojai, CA 93024

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 16:50:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you

Carol Sangster

Correspondence ID:

2512 Project:48252 Document: 68894

Name:

Conger, Valerie

Address:

Moran, WY 83013

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have submitted my comments before, but in light of the pressures by the JHMR and Friends of Pathways, and in light of the

extended public comment period, I felt I should once more clarify my position.

I have lived in the valley for about 20 years. Moose-Wilson road has always been a very special place to me and I have seen how much use and abuse it has

gotten over the years. The Park's mandate is to protect the natural resources for future generations. Because of this, I support the Park's preferred

alternative.

I recently moved to Moran and I work at Teton Pines. In the summer, driving through Moose-Wilson would be a beautiful short cut. HOWEVER, I'd much

rather see the road CLOSED entirely than to see it expand.

I further support re-routing the road away from the sensitive wetland areas and moved to a route that does not traverse such wildlife sensitive areas.

Please do not succumb to the political and economical self interests of the JHMR and other special interest groups. I support Friends of Pathways and

pathways in general. But not when they threaten the very wildlife and wilderness that I moved here to enjoy. The wildlife and natural resources are the

FIRST priority.

While closing the road seems highly unlikely at this time, I would most definitely support this option.
Short of that, I'll support the Park's preferred

alternative.

Thank you.

Correspondence ID:

2514 Project:48252 Document: 68894

Name:

Dornan, David

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Retired Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support alternative C because it will create the less amount of damage to the Moose-Wilson Road. I feel very strongly that there

should be no pathway trail, and that bicycles should be banned from the road. The first priority should be to protect the natural habitat and the wild animals.

Reduced usage is the best way to achieve the goal of preservation of the environment and protection of the wildlife. My first choice for the road was to

have a two-way road from Moose to the Rocketfellow Preserve and a two-way road from Teton Village to the Granite Canyon parking area, but no road

between the two place. I do not like Teton Village people to use this road to access the airport.

Alternative C is a compromise that offers some access, but not unlimited access. It is also important to have a 20 mile a hour speed limit and no road side

parking. i also think paving the one and half mile section is acceptable.

Correspondence ID:

2515 Project: 48252 Document: 68894

Name:

Polk, Nora

Address:

Portland, OR 97206

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 17:14:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nora Polk

Correspondence ID:

2516 Project:48252 Document: 68894

Name:

Whiteford, Andrew

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Amangani Resort/ Friends of Pathways Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 17:17:40

Correspondence Type:

Web Form

Correspondence: Thank you for extending the comment period, as well as providing ample opportunities for the public to review and give feedback on

your decision process.

As a naturalist guide for Amangani, I have provided interpretive tours through GTNP and YNP for the last 5 years. It is a wonderful position to provide

guests from around the world with the glimpse of the history and ecology of our unique region. As we are attempting to provide an exemplary experience

for our guests to remember, we know the highlights that are easily accessed in these car based tours. Our general route is from GV Junction to Antelope

Flats to Jackson Lake and back along the interior road. Our use of Moose-Wilson is generally only if guests need to be dropped off in Teton Village or if

there has been good wildlife viewing opportunities (read: bears) in that zone. During our outings in that section, the experience ranges the full spectrum,

depending on the amount of traffic- which really comes back to the presence of bears. On that note, the volunteer wildlife brigade should be commended.

I want our visitors to get a deep appreciation for the sounds, smells, sights, and gut feelings of being awestruck by their surroundings. Due to congestion

near Jenny Lake, I often recommend visiting LSR Preserve and hiking to Phelps, or at least exploring that zone. I feel we would be remiss to not provide

for alternative transportation options for this area, and to focus on the safety of wildlife and users together. In this line, a pathway- separate or along the

road- would be an excellent opportunity for guests that wish to, to avoid potential traffic, queues, and the rush from some other car in their rear view

mirrors. The distance between Moose and Teton Village makes for a manageable outing with an abundance of activity opportunities, and further reduces vehicular traffic.

In no way would I encourage most people to travel this road on foot or on bicycle when it's busy. When it is busy, traveling this corridor outside of a car

and not competing with cars would allow for a greater guest experience. When people slow down and FEEL this area, their connection becomes stronger,

deeper, and more likely to stay with them- and in turn, have love for our national parks.

Neglecting to provide for alternative transportation is only putting a well thought out band aid on the bigger issue- our impact on the environment we all

want to experience but protect. Reducing emissions, improving visitor experience, and providing safety for the wildlife (by adjusting alignment of the road

away from the berry bushes) are all critical elements of this area.

Thank you for your open house meeting tonight, 12/9/15. All representatives here have been quite helpful. Best of luck with working through this decision

process.

The B alternative would encroach on the newly discovered archeological sites & wet lands.

D would be too disruptive & we do not need another bike path when there are so many paths already in existence. The expense would be extreme for a

small portion of recreationalists.

In thinking of the C, a shuttle would be a nice way to access the trailheads & other areas. Think of Zion NP. The shuttle system works beautifully. The road

is not dissimilar. This would help to alliviate the traffic & congestion that we are trying to address.

Alternative A cannot be considered, since it does nothing to address any of the problems that we are encountering.

My husband & I are full time residents of Jackson & use the trails off MW road in all seasons. Yet, we must also think we must preserve the wildlife &

scenic character of this beautiful area. I am a member of the Conservation Alliance Board & feel that the Park Service has chosen wisely.

Correspondence ID:

2518 Project: 48252 Document: 68894

Name:

Greiner, Tony

Address:

Albuquerque, NM 87110-1439

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 17:56:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tony Greiner

Correspondence ID:

2520 Project:48252 Document: 68894

Name:

DeMars, Matthew

Address:

Madison, WI 53711

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 17:59:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Matthew DeMars

Correspondence ID:

2521 Project: 48252 Document: 68894

Name:

Smith, Megan A

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 18:11:36

Correspondence Type:

Web Form

Correspondence: I am concerned about the lack of traffic calming and wildlife/ bike/ pedestrian/ horse safety measures incorporated into the proposed,

preferred alternative. If the unpaved section of the M-W road is paved, traffic speeds are going to increase, regardless of a lower speed limit. Speed limits

need enforcement and this road is extremely difficult to enforce. An increase in vehicle speeds is going to be detrimental to wildlife and to non-motorized

traffic (wildlife, pedestrians, bicycles and horses). I believe that many people envision a separated pathway as being located far away from the road. In

reality, this does not need to be the alignment for a pathway. A section of the road dedicated to bikes and pedestrians would also greatly increase the safety

of these users and likely have limited or no negative impacts on wildlife. Enforcement will need to include only parking in designated areas.

With the paving of the entire corridor, I would also like to see the addition of traffic calming and safety measures. My suggestions include striping of the

road to incorporate not only vehicle lanes but also a shoulder/ bike lane on both sides. This will lessen the perceived width of the road and do much more to

slow vehicle traffic than a lower speed limit. Additionally, it will give an area for bikes and peds to belong in this corridor rather than an additional user

that has not been adequately planned for. The number of bike/ ped users in this corridor is going to increase as a result of the infrastructure surrounding and

being incorporated into this corridor. Other options could also include a slightly raised cycletrack on one side of the road. A cycletrack would add

perceived safety as well as some actual safety measures for bikes/ peds. There are of course a number of other traffic calming options in addition to these

two.

I do not think that a lower speed limit and the natural layout of the road is enough to slow people in vehicles down. As is, people in vehicles drive too fast

for this corridor, pavement will only increase these speeds. Higher vehicle speeds are guaranteed to increase wildlife-vehicle collisions.

Please implement a plan that will provide safety for all users: wildlife, bicycles, pedestrians and then vehicles - in that order.

Thank you for all your hard work.

national park? Don't we want kids to put down their iPads in the backseat of the car and get out in nature in a healthy and safe manner? We NEED a

pathway along the Moose Wilson road. For us, and for future generations of park visitors.

As a sidenote, it is December and it is currently raining in Jackson Hole. There is no denying that climate change is real and it is having a REAL effect on

our environment. Why not set a good example and encourage visitors of our park to use alternative forms of transportation to access the Tetons, whether

that is a shuttle bus system, bikes, skis, or on foot?

Please, PLEASE listen to us! The people want and NEED a separate and safe pathway!!

Correspondence ID:

2523 Project: 48252 Document: 68894

Name:

Terry, Jim

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 18:19:00

Correspondence Type:

Web Form

Correspondence: Alternative C sounds like it has a lot going for it with paving the south section. Currently dust and often pot holes distracts from

a good Park experience. Even though that should help bicyclists it isn't as good as a separate pathway outlined in the C alternative. None of the alternatives

speaking much about the main reason my friends and family enjoy this part of the Park. I don't think I am alone when I say the possibility of observing

wildlife in this part of the Park is the primary reason most people want to spend time on this road along with the Rockefeller preserve. Why isn't that

addressed more allowing for turn outs and wooden observation areas to allow more safe observation yet maintain separation of wildlife and people?

Correspondence ID:

2525 Project: 48252 Document: 68894

Name:

Dillman, Michael

Address:

West Haven, CT 06516

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 18:22:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michael F Dillman

It provides for inholder access which is appreciated

It appears to be the most cost effective

Correspondence ID:

2528 Project:48252 Document: 68894

Name:

Siebke, Melissa

Address:

Minneapolis, MN 55431

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 18:45:04

Correspondence Type:

Web Form

Correspondence: Hello!

I would like to respectfully ask that you follow option C.

This option would consider the following:

- --Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- --Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
- --Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- --Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- --Maintain the current "footprint" of the road with minor changes;
- --Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- --Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Thank you!

Melissa

Correspondence ID:

2529 Project: 48252 Document: 68894

Name:

weenig, andy

Address:

jackson, WY 83001

United States of America

Outside Organization:

Pathways Taskforce Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 18:45:36

Correspondence Type:

Web Form

Correspondence: good transit is needed- buses like Zion & Grand Canyon. there will be increased air pollution & other bad impacts by limiting the

vehicular use.

by paving the road, cars will be driven faster. so design it w/ traffic calming features.

most folks won't pedal on road w/ motorized vehicles. so a PROTECTED pathway would increase the safety & invite more folks to experience the park

thru non-motorized travel.

if you reduce motorized vehicles, more cyclists will be attracted to pedal there- so plan for that.

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I'd like to submit a comment related to the Moose-Wilson Road Corridor planning procedure at Grand Teton National Park, basically in support of the

National Park Service's preferred plan, "Alternate C", because I think this approach will most effectively help to protect wildlife and natural resources

while allowing visitors to use and appreciate the corridor. I also think the Park Service might do well to consider the feasibility of a small-scale shuttle

system for visitor transportation. It's been nearly three decades since I visited Grand Teton, but I still cherish my previous experiences there, and I'm

pleased to read that grizzly bears and wolves have thrived there in recent years.

Thank you for your time and consideration, and for all you do in managing this very special place.

Sincerely,

Dave Elder

Correspondence ID:

2532 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

skokie, IL 60076

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 19:04:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Janice Figman

Correspondence ID:

2533 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Alsip, IL 60803

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Protect the National Park - Protect the Planet. Save the animals for mankind. Clean up the environment and save the population.

Correspondence ID: 2534 Project:48252 Document: 68894

Name: Davie, Michael C

Address: Odenton, MD 21113-2240

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,09,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I support Alternative C.

Correspond

Name:

byers, sharon

Address:

downey, CA 90242

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: please save the grand tetons

Correspondence ID:

2537 Project:48252 Document: 68894

Name:

N/A, Tim

Address:

Long Beach, CA 90806

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

First, I would like to preface this email with a note that I have visited Grand Teton NP in the past and hope to do so again in the future.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tim Lawnicki

Correspondence ID:

2538 Project: 48252 Document: 68894

Name:

Valensi, Jim

Address:

San Pedro, CA 90731-6703

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I'm writing to try and convince you to adopt alternative C in the grand teton nation park. Having been there many times ,I think this is

the best option for wild life, for the park and for visitors. Thank you for considering this option. Keep up the good work.

Correspondence ID: 2539 Project:48252 Document: 68894

Name: Woodman, Renee

Address: Colorado Springs, CO 80951

United States of America

Outside Organization: N/A Unaffiliated Individual

Affiliation: Member

Received: Dec,09,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Make some under roadway tunnels? I don't know how expensive or intrusive they may be to the surrounding territory. It's an idea

though. Thank You for Your time in reading this.

Correspondence ID

Name: Romito, Alexandra E

Address:

STATEN ISLAND, NY 10301

United States of America

Outside Organization:

Romito Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 20:37:16

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alexandra Romito

Correspondence ID:

2541 Project: 48252 Document: 68894

Name:

Willett, Greg

Address:

Wauna, WA 98395

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 20:43:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Like many protected areas, once we allow too many people and overdevelopment to occur the damage cannot be undone. Please consider this plan.

Sincerely,

Greg Willett

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Margie Middleton

Correspondence ID:

2544 Project: 48252 Document: 68894

Name:

Schellin, Steven A

Address:

Sussex, WI 53089

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,09,2015 21:34:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Steven and Margaret Schellin

Correspondence ID:

2546 Project:48252 Document: 68894

Name:

Malone, Thomas S

Address:

Two Harbors, MN 55616

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I have driven, road my bike, hitchhiked, and skied the Moose- Wilson Road from 1968 to 2015 as I lived in Wilson from 1973 to 2001 and I have seen the

changes 1st hand over the years and I do say it's gotten a bit overwhelming. I am writing regarding the Moose-Wilson Road Corridor planning process at

Grand Teton National Park. As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the

Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Thomas S. Malone

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

2547 Project:48252 Document: 68894

Name:

Davis, Donna

Address:

Norman, OK 73071

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: These animals have no where else to go. You need to restrict people and cars. Cars and animals make bad road companions. Bicycles

make fast snacks for grizzly bears. Traffic jams are recipes for disastrous encounters with habituated animals that want something to eat. I would love to

see as many animals as possible too but I don't want to endanger them or myself to do it.

Correspondence ID:

2549 Project:48252 Document: 68894

Name:

Monson, Todd

Address:

Albuquerque, NM 87112

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 23:24:12

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Todd Monson

Take Action

Dear Friend of the National Parks,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves, and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that

support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mari Doming

Correspondence ID: 2551 Project: 48252 Document: 68894

Name: N/A, N/A

Address: San Diego, CA 92116

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,10,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I support alternative "C" for the Moose-Wilson Road Corridor.

Correspondence ID

Name: Hawkins, Patricia

Address:

St. Ignatius, MT 59865

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and

pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing

visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Correspondence ID:

2553 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

springfield, MO 65810

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 00:41:21

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

b. hinrichs

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Eric Fosburgh

Correspondence ID:

2555 Project:48252 Document: 68894

Name:

Harris, Candice

Address:

Feasterville, PA 19053

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 01:19:07

Correspondence Type:

Web Form

Correspondence:

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special

Correspondence ID:

2558 Project:48252 Document: 68894

Name:

Cox, Daeleen

Address:

sellersburg, IN 47172

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternative B -

Above all the wildlife must be protected.

Ensure the protection of the nationally significant resources.

Decrease the traffic volumes for the long term.

The Moose-Wilson Road has no wildlife fatalities because it is wonderfully slow, narrow and rural - and should be kept that way with fewer cars.

!!!!!!!!! - Smart visitor transit.

People must obey the rules and laws - hefty fines for those who break them.

We want no incidences like the Yellowstone bear kill, People need to be responsible, the hiker lived there for years and caused the mull, she knew better

then to hike in the manner she did, She caused the death of the mama bear and her cubs.

Correspondence ID:

2559 Project:48252 Document: 68894

Name:

Neumann, Nancy L

Address:

Zornheim, UN 55270

Germany

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 08:08:26

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nancy Neumann

Correspondence ID: 2561 Project: 48252 Document: 68894

Name: Mendoza, Antonio J

Address: El Paso, TX 79932

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,10,2015 08:55:10

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. It is also one of my most favorite national parks which I always love to visit. Thank you for your good

work to protect this special place.

Sincerely,

Antonio Javier Mendoza

Correspondence ID

Name: N/A, N/A

Address:

Muskegon, MI 49445

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 08:57:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. I have visited the park many times and my daughter lived in Jackson for a few years, we truly know how

special it is! Thank you for your good work to protect this special place.

Sincerely,

L. Kidd

Correspondence ID: 2563 Project:48252 Document: 68894

Name: HODIE, JAKE

Address: Aspen, CO 81611

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,10,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

So much of our wilderness has already been ruined by mining, drilling, development, and man.

Enough is enough!

The wilderness is supposed to be a place of peace and quiet for us, and the wildlife which live in it!

The animals are running out of places to live and be safe. Our wildlife are under threat from so many angles. They desperately need to be protected, mainly

from humans.

Life is hard enough for people, let alone the animals.

Can't we please offer them some much needed help?!

PLEASE save the wilderness for all future generations before it is permanently ruined. Some damage cannot be undone!

The world has been up and down in terms of protecting animals. Some great things have been done recently for them, but plenty of threats still remain.

So many of our waters, public lands, forests, and open spaces have already been ruined by development, drilling, OTV/ATV use, and roads. The animals

are running out of places to live and be safe. Our wildlife are under threat from so many angles. They desperately need to be protected, mainly from

humans.

Life is hard enough for people, let alone the animals.

Can't we please offer them some much needed help?!

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you for your time.

Respectfully,

Jake Hodie

Correspondence ID:

2564 Project:48252 Document: 68894

Name:

urphy, Lucinda R

Address:

Baltimore, MD 21214

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 09:14:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lucinda R Murphy

Correspondence ID:

2566 Project: 48252 Document: 68894

Name:

Vasily, Karen

Address:

Norristown, PA 19403

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 09:31:24

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place and taking the time to read my letter.

Sincerely,

Correspondence ID:

2567 Project: 48252 Document: 68894

Name:

Costigan, Cheryl R

Address:

Spirit Lake, ID 83869

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Although I live in north Idaho now, I was a frequent visitor to Grand Teton National Park in the early 1990's and even then was aware of traffic problems

in the park. As a lifelong supporter of the National Park System - and someone who cares deeply about Grand Teton - I am writing today to share my

thoughts regarding the Moose-Wilson Road Corridor.

I am writing to ask you to choose "Alternative C" as the favored approach as I believe it will best protect the wildlife on the wildlife-rich Moose-Wilson

Road Corridor. Spectacular views are inviting, but people also want to have the wildlife "experience." Vehicular traffic significantly decreased that

experience even when I visited and I understand it has only grown worse and is having a negative effect on wildlife that rely on the Moose-Wilson Road

Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

While "Alternative C," the preferred plan for future management of the Moose-Wilson Road Corridor, is a step in the right direction, more can be done. I

encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

It is our shared responsibility to protect this cherished park and its wildlife for future generations. I thank you for the good work you do to protect this

incredible park and the wildlife within - and for considering my comments.

Sincerely,

Cheryl Costigan

Correspondence ID:

2569 Project:48252 Document: 68894

Name:

Mazur, Marilyn

Address:

West Palm Beach, FL 33401

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 10:22:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Marilyn Mazur

Correspondence ID:

2570 Project:48252 Document: 68894

Name:

Grace, George

Address:

Los Angeles, CA 90027

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 10:46:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

George Grace

Correspondence ID:

2572 Project: 48252 Document: 68894

Name:

Holmes, Lolita S

Address:

Oxford, OH 45056

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 11:45:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lolita S. Holmes

Correspondence ID:

2573 Project:48252 Document: 68894

Name:

Walden, Deborah L

Address:

Diamond Bar, CA 91765

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 11:50:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Deborah Walden

Correspondence ID:

2575 Project:48252 Document: 68894

Name:

Hoffman, Jane

Address:

New York, NY 10011

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please implement Alternative C to protect the historic seven-mile Moose-Wilson Road Corridor, one of the most wildlife-rich areas in

Grand Teton National Park, home to grizzly bears, wolves, and moose. And that means it's also one of the park's most heavily driven areas, particularly during the summer months. Thank you.

Correspondence: I support Proposition C and encourage you to pass it to protect Grand Teton National Park.

Correspondence ID:

2578 Project:48252 Document: 68894

Name:

Chianis, Antonia & Andrew

Address:

Blue Jay, CA 92317

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: We are writing regarding the Moose-Wilson Road Corridor Planning Process @ Grand Teton Nat'l. Park. As a supporter of the Nat'l

Park System, we believe the Park Services preferred plan "Alternative C" best protects the Moose-Wilson Road Corridor and request that you choose Alt.

C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan C before mentioned of the Moose Wilson Road Corridor is a step in the right direction, but much more could and should be done. I

encourage the Park Service to complete an analysis of the small scale park transit options that could be utilized in the corridor.

Grand Teton is a national treasure and should be protected for all generations to come. Thank you for protecting this special place.

Correspondence ID:

2579 Project: 48252 Document: 68894

Name:

Negri, Angela

Address:

Henderson, NV 89002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 14:22:10

Correspondence Type:

Web Form

Correspondence: Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through

outreach to park visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Brittany Martinez

Correspondence ID:

2581 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Durham, NC 27707

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 14:54:50

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Martha Brimm

Correspondence ID:

2583 Project: 48252 Document: 68894

Name:

Schwartz, Robert K

Address:

White Plains, NY 10607

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 15:08:34

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert K Schwartz

Correspondence ID:

2585 Project: 48252 Document: 68894

Name:

Snyder, Tiffany A

Address:

Boulder, CO 80305

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing to you today regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a big supporter of the National

Park System in general, Grand Teton National Park more specifically and of the wildlife and wild places that exist within it's boundaries, I believe the Park

Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and I therefore request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has greatly diminished the visitor experience - indeed making the long waits not worth the effort for many - and this is having

negative effects on wildlife that rely on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting

a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor to the betterment of visitors' experience, as well as decreasing pressure on the wildlife in its only home.

Grand Teton is a gift cherished by both the residents of Wyoming and people like my family across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

2586 Project:48252 Document: 68894

Name:

Gregory, Paul D

Address:

Minneapolis, MN 55407

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please save our national parks

Correspondence: I am writing in support of Alternative C, the preferred plan for options for the Moose-Wilson Road Corridor at Grand Teton NP.

This plan would better protect grizzly bears, moose, wolves, and other wildlife and decrease the potential for conflict between people and wildlife through

outreach to park visitors and road closures when bears are too close to the road.

Thank you.

Correspondence ID:

2588 Project: 48252 Document: 68894

Name:

N/A, Charles

Address:

Rialto, CA 92376

United States of America

Outside Organization:

Owner at Jackson Hole Racquet Club Timeshare Unaffiliated Individual

Affiliation:

Member

Received:

Dec,10,2015 16:31:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID:

2590 Project: 48252 Document: 68894

Name:

Britton, Melissa

Address:

Mill Creek, WA 98012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 16:49:35

Correspondence Type:

Web Form

Correspondence: I adamantly support plan C which would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

2591 Project: 48252 Document: 68894

Name:

ogden, mike c

Address:

everett, WA 98203

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

thanks,

Mike Ogden

Correspondence ID: 2593 Project: 48252 Document: 68894

Name: schindler, maury

Address: amelia, OH 45102

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,10,2015 18:01:52

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

maury schindler

Correspondence ID

Name: Clark, Todd

Address:

Indianapolis, IN 46220

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 18:16:31

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2595 Project:48252 Document: 68894

Name:

Leiseroff, Miriam F

Address:

San Jose, CA 95125

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 18:25:06

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Miriam Leiseroff

Correspondence ID: 2596 Project: 48252 Document: 68894

Name: Sullivan, Gail

Address: New York, NY 10040

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,10,2015 19:02:32

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Gail Sullivan

Correspondence ID

Name: Hogue, Kelly D

Address:

Greenwood, IN 46142

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 19:04:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kelly Hogue

Correspondence ID:

2598 Project:48252 Document: 68894

Name:

Oates, Judy A

Address:

Great Barrington, MA 01230

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect the wildlife as a number one priority. Thank you.

Correspondence ID: 2600 Project: 48252 Document: 68894

Name: Kritzman, Philip

Address: Chicago, IL 60646-5917

United States of America

Outside Organization: Private citizen Unaffiliated Individual

Affiliation: Member

Received: Dec,10,2015 19:53:23

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Philip Kritzman

Correspond

Name: Emmanuele, kurt

Address:

chattanooga, TN 37405

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,10,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I prefer Alternative C because it is the best for the area's wildlife.

Correspondence ID:

2602 Project:48252 Document: 68894

Name:

weinstein, elyette

Address:

Olympia, WA 98501

United States of America

Outside Organization:

ms Unaffiliated Individual

Affiliation:

Member

Received:

Dec,10,2015 20:33:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID: 2604 Project: 48252 Document: 68894

Name: Hirsch, Catherine

Address: Redway, CA 95560

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,10,2015 22:49:54

Correspondence Type: Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Catherine Hirsch

Correspondence ID:

2605 Project:48252 Document: 68894

Name:

Muri, Gerda

Address:

Chicago, IL 60657-5006

United States of America

Outside Organization:

Unaffiliated Individual

Correspondence ID:

2606 Project:48252 Document: 68894

Name:

Poborsky, Mike

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 07:10:07

Correspondence Type:

Web Form

Correspondence: I support continued safe access to the park for visitors who would like to see, experience and enjoy GTNP in a manner that intimately connects them to their surroundings. Walking and biking are a quiet, non-polluting, low impact method for visiting the park. But visitors must be able to travel safely, without the risk of being hurt or killed by a distracted driver. Therefore I would like to see a separate and continuous bike path that connects Moose and the south entrance to GTNP, and the road closed to personal vehicles. I do however support the road being open to public transit, like Zion National Park, for those who prefer not to use the bike path, and for access to the Death Canyon trailhead in the summer and winter. If GTNP truly cares about protecting the precious resources of GTNP, then the only real solution is to eliminate the mass amount of vehicles that travel the Moose-Wilson road on a daily basis in the summer. It's offensive. Please stand up to JHMR and make a decision that is not influenced by money and/or politics and protect our lands. Thank you!

Correspondence ID:

2607 Project:48252 Document: 68894

Name:

Biere, Debbie

Address:

Barnhart, MO 63012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 07:54:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Debbie Biere

Correspondence ID:

2609 Project: 48252 Document: 68894

Name:

Bonner, Tracey

Address:

Arlington, TX 76014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec, 11, 2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

We as humans need to take care of the gift of nature and all of the Wildlife, including Forests and plants that are indigenous to this area. We have to stop

trashing our legacy for future generations.

Sincerely,

Tracey Bonner

Correspondence ID:

2610 Project:48252 Document: 68894

Name:

Heath, Jamie

Address:

Greenville, NC 27834

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 08:11:17

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jamie Heath

Correspondence ID: 2612

Project:

48252

Document:

68894

Name:

Calambro, Leslie B

Address:

Henrico, VA 23229

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C.

Correspondence ID:

2614 Project: 48252 Document: 68894

Name:

Sherwood, Kate

Address:

Long Beach, NY 11561

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 11:29:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kate Sherwood
Long Beach, NY

Correspondence ID:

2615 Project:48252 Document: 68894

Name:

Leland, Miss L.

Address:

Portland, ME 04104

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. "Alternative C" would:

- Maintain the current "footprint" of the road with minor changes;
- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
- Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2617 Project:48252 Document: 68894

Name:

Halloran, Gigi

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Park Form

Correspondence: I am in favor of closing the road at Rockefeller Preserve on a permanent basis. I am worried that many people and taxis will be

rushing to the airport for those many 7 am flights and they will chose the newly paved road and a much faster route to the airport. This will endanger the

moose, bears, deer and beaver that inhabit this corridor to a bigger extent than exists now.

Please consider this - the Park Service mission is to protect wildlife and we don't want to come out of this process with more danger to wildlife than exists

now. This is the time to make this change when you are examining the whole corridor and making other changes.

Please don't be intimidated by the Teton Village lobby - your job is protection of the park and its wildlife and scenic values

Gigi Halloran

Jackson

Correspondence ID: 2618 Project:48252 Document: 68894

Name: Steele, Andy

Address: Wilson, WY 83014

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,09,2015 00:00:00

Correspondence Type: Park Form

Correspondence: I fully support alternative C, the preferred alternative. The values of the Moose Wilson corridor are priceless and I admire the NP

team's analysis and willingness to do the right thing for the resource and protecting a quality experience for all visitors.

Andy Steele

Wilson, WY and Tetonia, ID

Correspondence ID:

2619 Project:48252 Document: 68894

Name:

not provided, not provided

Address:

not provided, UN 00000

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Park Form

Correspondence: If you build the new Death Canyon parking area then it should be utilized in all seasons. This will allow for a concentration of use and

a way to manage human waste in all seasons.

How will the Death Canyon parking change enhance or negatively impact the years of fuels treatments in this area?

Please consider relocating the White Grass Ranger Station along with the trailhead.

The timed sequencing at the south end of the MW Road cannot impact flow to the county or the Poker Flats residents.

Correspondence ID:

2620 Project:48252 Document: 68894

Name:

Hale, Elizabeth

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,09,2015 00:00:00

Correspondence Type:

Park Form

Correspondence: Thank you for Plan C -

I like the regulation of the traffic so the area isn't too congested -

I was at Laurence R. Preserve & thought Huckleberry Pt. was getting congested/overwhelmed with people when I saw about 10 people on the point/path to

it at once.

Should there be less than 200 cars in the area at once?

Thanks for having so many educated & talented Park Service people helping us this evening & with this process as a whole.

Elizabeth Hale - Jackson

Correspondence ID:

2622 Project:48252 Document: 68894

Name:

Abendroth, Diane

Address:

not provided, UN 00000

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,08,2015 00:00:00

Correspondence Type:

Park Form

Correspondence: I support the relocation of the north end to make a 4-way with the Chapel Road.

I support re-alignment of the road away from wetlands near the beaver excluders.

I like the occasional parking lots along the road with interpretive signs.

I would defer the pathway for a future decision. Should not be implemented now. But in 10 years perhaps it could be considered again.

Thanks, Diane Abendroth

well for the animals, or for the bikers. In the end, Grand Teton National Park's responsibility should be for the animals it protects, and for people to enjoy

them- -at a safe distance.

Correspondence ID:

2624 Project: 48252 Document: 68894

Name:

Griswold, Dave

Address:

Miami, FL 33179

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 14:46:16

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

This letter is regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a treasure cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these

precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dave Griswold

Correspondence ID:

2626 Project:48252 Document: 68894

Name:

Gersh, Iris

Address:

Albuquerque, NM 87113

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 16:28:57

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Iris Gersh

Correspondence ID:

2628 Project:48252 Document: 68894

Name:

N/A, Greg

Address:

South Holland, IL 60473

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 16:35:11

Correspondence Type:

Web Form

Correspondence: •Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife

through outreach to park visitors and road closures when bears are too close to the road;

•Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach,

visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

•Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

- Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- Maintain the current "footprint" of the road with minor changes;
- Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Correspondence ID:

2629 Project:48252 Document: 68894

Name:

Mitchell, Michael B

Address:

Boulder, CO 80303

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 00:00:00

Correspondence Type:

Web Form

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Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

We were in the park this autumn and once again were overwhelmed by the beauty of the Park, whilst also discovering first hand the congestion of the

Moose-Wilson Road Corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Michael Mitchell

Correspondence ID:

2630 Project: 48252 Document: 68894

Name:

McGuire, Margaret A

Address:

Chicago, IL 60657

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Help Us Protect Grand Teton Today!

Sharon Mader, NPCA <takeaction@npca.org>

To Maggie Mcguire

Dec 7 at 3:46 PM

To ensure delivery to your inbox, please add us to your address book: takeaction@npca.org

Teton grizzly bear

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Maggie,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

The popularity of the narrow roadway with both visitors and animals can create traffic jams and wildlife management challenges, particularly during the

busy summer months.

To address congestion, park staff and outside experts have worked for the last decade to study wildlife use, historic sites, automobile, bicycle, and pedestrian use, and other factors to develop a new management plan for the corridor. Their goal is to protect these world-class resources while allowing visitors to continue to use and enjoy the roadway.

The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join NPCA in supporting

"Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Take Action: Tell Grand Teton Superintendent David Vela that you support "Alternative C," the preferred plan.

Here's how to submit your comments to the Park Service.

Step 1: Go to <https://parkplanning.nps.gov/commentForm.cfm?documentID=68894> and carefully follow the form instructions.

Step 2: Submit your comments by copying and pasting the sample message below into the web form. Please add any personal observations or stories that support your comments.

Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Margaret McGuire

Correspondence ID:

2631 Project:48252 Document: 68894

Name:

Townsend, Carlos

Address:

Fountain Valley, CA 92708

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 18:38:55

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Carlos Townsend

Correspondence ID: 2633 Project:48252 Document: 68894

Name: REITER, DORIS

Address: Dallas, TX 75231

United States of America

Outside Organization: retired Unaffiliated Individual

Affiliation: Member

Received: Dec,11,2015 00:00:00

Correspondence Type: Web Form

Correspondence: please protect the beautiful scenery of America

Correspond

Name: N/A, N/A

Address:

Peoria, IL 61615-2578

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: non-sustainers in an age of wisdom ratified needing my say to do what is correct.

Correspondence ID:

2636 Project: 48252 Document: 68894

Name:

ventola, georgeann

Address:

montville, NJ 07045

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: <http://my.npca.org/site/R?i=ghFTkNbw64iERx5unycUQ>

[Click Here to Send Your Comments to the National Park Service!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

<http://my.npca.org/site/R?i=6sQvGR3nbq4dU9UYjhZg6A>

Dear Gigi,

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and moose. And that means it's also one of the park's most heavily driven areas.

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Step 3: Once you have completed all of the required fields on the form, click the gray "submit" button at the bottom of the page.

Sample message/comments

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

georgeann ventola

Sincerely,

Correspondence ID:

2637 Project: 48252 Document: 68894

Name:

Grounds, Shari I

Address:

Kailua, HI 96734

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,11,2015 23:01:50

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Shari Grounds

Correspondence ID: 2639 Project: 48252 Document: 68894

Name: Sloat, Jan

Address: Hopatcong, NJ 07843

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,12,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Please selected Alternative C as the first choice.

Correspond

Name: Sloat, Dale

Address:

Hopatcong, NJ 07843

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,12,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternative C needs to be the first choice. Please do it!

Correspondence ID:

2642 Project: 48252 Document: 68894

Name:

Chernow, Justin

Address:

Paso Robles, CA 93446

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,12,2015 09:47:29

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Justin Chernow, PhD

Correspondence ID: 2643 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Ft Lauderdale , FL 33315

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,12,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I did not personally write the following but I made myself familiar with the subject and Plan C and am in complete agreement with the following opinion. . .

My husband and I have visited Grand Teton several times but always in the less crowded fall.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Joan Holzer

Correspond

Name:

N/A, N/A

Address:

Los Angeles, CA 90066

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,12,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Alternative C.

Correspondence ID:

2645 Project:48252 Document: 68894

Name:

Hanson, Bruce & Michelle

Address:

Plymouth, MN 55441

United States of America

Outside Organization:

NPCA; Yell Asso; Gtr Yell Coalition; Wilderness Soc Unaffiliated Individual

Affiliation:

Member

Received:

Dec,12,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent,

Michelle and I have been made aware of the proposed road improvement between the ski corp and Wilson through our organizations' communications.

After living and working in Jackson, WY from 1996-2000, me as Library Media Specialist at JHHS and she in the credit department of Life Link, we

gained an intimate perspective of the issues faced by the staff at Grand Teton Nat Pk. We continued our relationship with the area by visiting friends in

Jackson each summer. Our vacation plans every year include a visit to Yellowstone and Grand Teton National Parks.

We understand the logic behind the various proposals for the Moose-Wilson road changes and must put our support behind Proposal C for we feel this one

is in best alignment with the NPS' mission. Having driven that road well over a hundred times we have noticed a dramatic increase in traffic and a

corresponding decline in wildlife sightings. When we were locals we took the road as a pleasure drive as do the visitors who come to our home-away-from-

home. Far too many locals use the road as a commuting route and drive it at excessive speed.

Therefore a minimalist improvement plan as proposed in Plan C will limit traffic and keep the speeds down. This will protect the flora and fauna along the

route and help ensure a pleasurable experience for the many visitors, national and international, that visit one of our nation's most beautiful protected,

natural areas.

Michelle and I are committed to seeing the best possible solutions for GTNP. Keep up the good work. It is difficult, we know, to withstand the pressures

that you do in protecting our beloved park.

Most sincerely,

Bruce & Michelle Hanson

Correspondence ID: 2647 Project: 48252 Document: 68894

Name: Mericle-Gray, Elissa A

Address: Berwick, ME 03901

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,12,2015 00:00:00

Correspondence Type: Web Form

Correspondence: please adopt alternative C!

Correspondence ID

Name: Stratton, Jim

Address:

Anchorage, AK 99516

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,12,2015 13:30:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jim Stratton

Anchorage, AK

Correspondence ID:

2649 Project:48252 Document: 68894

Name:

Nicolai, Nicola

Address:

Chester Springs, PA 19425

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,12,2015 13:36:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nicola Nicolai

Correspondence ID: 2650 Project: 48252 Document: 68894

Name: Gundersen, Bruce R

Address: Poulsbo, WA 98370

United States of America

Outside Organization: Kitsap Audubon Society Unaffiliated Individual

Affiliation: Member

Received: Dec,12,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Dear Park Superintendent,

Regarding the Moose-Wilson Road Corridor, I support the "Alternative C" plan.

I believe this plan will provide a safer and richer park experience for visitors, which will include my wife and I this summer.

Thank you for your consideration.

Bruce Gundersen

Correspondence ID:

2651 Project: 48252 Document: 68894

Name:

Couch, Sandra

Address:

Naperville, IL 60564

United States of America

Outside Organization:

Miss Unaffiliated Individual

Affiliation:

Member

Received:

Dec,12,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The 7 mile Moose- Wilson corridor needs to remain protected for the grizzly bear, moose, wolf, and all other wildlife. No more hiking

trails, no more roads, no more vehicles, no more traffic of any sort, no more human interference than is already there, no commercial development or any

additions of any kind

Correspondence ID:

2652 Project:48252 Document: 68894

Name:

Howard, Nancy M

Address:

Douglasville, GA 30135

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,12,2015 16:05:20

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Nancy M Howard

Correspondence ID:

2654 Project:48252 Document: 68894

Name:

Forschner, Jillian

Address:

Hudson, MA 01749

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,12,2015 16:34:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jillian Forschner

Correspondence ID:

2656 Project: 48252 Document: 68894

Name:

Buscemi, Donna

Address:

Street, MD 21154

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,12,2015 18:46:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Donna Buscemi

Correspondence ID: 2657 Project:48252 Document: 68894

Name: Reimers, Rebecca

Address: Jackson, WY 83001

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,12,2015 18:47:16

Correspondence Type: Web Form

Correspondence: I have been a Jackson resident for over 20 years and have traveled the Moose-Wilson road via bike, foot, car and ski. I love the access

it provides and have enjoyed the Rockefeller visitors center. However, I also admire the model of closing park roads to motor vehicles. I have seen this

scenario work well in other parks and have always believe GTNP to be an ideal park for this type of transportation model. We have an opportunity to do

just that in the Moose-Wilson corridor. The best plan for visitors, wildlife AND cyclist is to close the road to through traffic at the Rockefeller center. This

scenario will: 1)provide access to trailheads and the visitors center, 2) protect wildlife in what is a very sensitive habitat and 3) provide for safe cycling on

an already established roadway.

Thank you for taking my comments into consideration.

Correspondence ID

Name: Smereck, Amy

Address:

Camden, ME 04843

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,12,2015 19:37:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2659 Project: 48252 Document: 68894

Name:

Garvey, Lydia

Address:

Clinton, OK 73601

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,12,2015 00:00:00

Correspondence Type:

Web Form

Correspondence:

Alternative C!!! As it:

Better protects grizzly bears, moose, wolves, and other wildlife; decreases the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limits Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extends the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continues to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintains the current "footprint" of the road with minor changes;

Reduces the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident; I also urge you to:

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Your attention to this most urgent matter would be much appreciated by all present & future generations of all species.

Thank you

Lydia Garvey Public Health Nurse

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Sincerely,

Robert Honish

Correspondence ID:

2661 Project: 48252 Document: 68894

Name:

Pollock, Janelle

Address:

Des Moines, IA 50315

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 02:45:52

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Janelle Pollock

Correspondence ID:

2663 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

DeSoto, TX 75115

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear NPS Leadership Team,

I would like to voice support for "Alternative C" as the preferred plan.

The plan would:

- 1) Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
- 2) Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
- 3) Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
- 4) Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
- 5) Maintain the current "footprint" of the road with minor changes;
- 6) Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident;
- 7) Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I would like to encourage the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

Kind regards,

KSGeorge

Correspondence ID:

2665 Project: 48252 Document: 68894

Name:

Brummette, Carrie

Address:

Park City, UT 84098

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 11:00:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Carrie Brummette

Correspondence ID:

2666 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Seattle, WA 98121

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 11:02:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and I request that you choose Alternative C as

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Warren Weissman

Correspondence ID:

2668 Project:48252 Document: 68894

Name:

Snyder, Sheri D

Address:

Saint Louis, MO 63116

United States of America

Outside Organization:

dreamcatcherco Unaffiliated Individual

Affiliation:

Member

Received:

Dec,13,2015 11:27:12

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sheri Snyder

Correspondence ID: 2669 Project: 48252 Document: 68894

Name: Quinn, Patrick

Address: Salt Lake City, UT 84101

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,13,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Keep up the good work!

Correspondence ID:

2670 Project:48252 Document: 68894

Name:

Tippens, Rebecca A

Address:

Colrain, MA 01340

United States of America

Outside Organization:

center for cultural Evolution Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,13,2015 12:22:50

Correspondence Type:

Web Form

Sincerely,

Correspondence ID:

2672 Project: 48252 Document: 68894

Name:

grewe, rhonda

Address:

clinton twp., MI 48036

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 12:46:35

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2673 Project: 48252 Document: 68894

Name:

Cacciapuoti, Anthony F

Address:

West Milford, NJ 07480

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 00:00:00

Correspondence Type:

Web Form

I drove the road with my family when we visited both Yellowstone and Grand Teton. To me the wildlife of the area is of primary interest and must be protected, so that visitors can have the opportunity to safely view wildlife along the road.

Sincerely,

[your name here]

Correspondence ID:

2674 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Phoenix, AZ 85032

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 14:27:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Name: Kroll, Myles H

Address: Bellingham, WA 98225

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,13,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Help Us Protect Grand Teton and to protect it for our next generations to come, so plz save the grand Tetons and it's National park as well.

Correspondence ID:

2677 Project:48252 Document: 68894

Name:

Teason, Christine

Address:

orleans, MA 02653

United States of America

Outside Organization:

Mrs. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,13,2015 17:22:26

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Christine Teason

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

2678 Project:48252 Document: 68894

Name:

Martinez, Mariah

Address:

Louisville, KY 40229

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 17:25:07

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mariah Martinez

Correspondence ID:

2680 Project: 48252 Document: 68894

Name:

Hottenstein, Tara

Address:

Gulfport, FL 33707

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 18:04:12

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela:

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Tara Hottenstein

Correspondence ID:

2681 Project: 48252 Document: 68894

Name:

Humphrey, Brian J

Address:

Pleasant Hill, IA 50327

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 18:52:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Brian Humphrey

Correspondence ID:

2683 Project: 48252 Document: 68894

Name:

Crupi, Kevin M

Address:

Negaunee, MI 49866

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela:

As a supporter of the National Park System, I'm writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people like me who live elsewhere in the U.S. I believe we have a responsibility to

protect these precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2685 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Denver, CO 80229

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 21:03:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Alene Schlereth

Correspondence ID:

2687 Project: 48252 Document: 68894

Name:

Burns, Robert G

Address:

Orem, UT 84057

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative D", best protects the Moose-Wilson Road Corridor and request that you choose Alternative D as

your approach to future management. I particularly like to multi use trail/path listed in Alternative D.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert G Burns

Correspondence ID:

2688 Project:48252 Document: 68894

Name:

petrick, N/A

Address:

Rochester, MI 48306

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,13,2015 23:11:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,
c petrick

Correspondence ID:

2690 Project: 48252 Document: 68894

Name:

Griffen, Sharon L

Address:

San Jose, CA 95127

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,14,2015 00:09:04

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sharon Griffen

Correspondence ID:

2692 Project: 48252 Document: 68894

Name:

Matsui, Vicky

Address:

Seattle, WA 98122

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,14,2015 07:51:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Vicky Matsui

Correspondence ID: 2693 Project: 48252 Document: 68894

Name: Kunz, James & Leslea

Address: New Bern, NC 28560

United States of America

Outside Organization: Mr. Unaffiliated Individual

Affiliation: Member

Received: Dec,14,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Some wild areas we should just leave alone- --this is one of them.

Correspondence ID:

2694 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Shipman, VA 22971

United States of America

Outside Organization:

Unaffiliated Individual

Correspondence ID:

2695 Project:48252 Document: 68894

Name:

Aron, Sissy

Address:

New Milford, CT 06776

United States of America

Outside Organization:

Sierra Club Unaffiliated Individual

Affiliation:

Member

Received:

Dec,14,2015 13:34:45

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

We are writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As strong supporters of our wonderful National Park System, We strongly believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. We encourage

the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a beautiful gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these

precious resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Sissy and Peter Aron

Correspondence ID:

2696 Project:48252 Document: 68894

Name:

Romesburg, Denise

Address:

Phoenix, AZ 85021

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,14,2015 13:35:07

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Shirley McCarthy, MD, PhD

Correspondence ID:

2698 Project:48252 Document: 68894

Name:

Swearingen, Jean

Address:

Estes Park , CO 80517-7534

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,14,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I understand that the traffic problem on the Moose-Wilson Road in GTNP must be addressed. There are just too many of us. We get

in each others way, and make life difficult for the other animals. What a shame. It's such a delightful place.

My attachment to that road began 60 years ago, when my husband was a seasonal ranger there. I delighted in taking our visitors down that beautiful,

peaceful little gravel road. I babysat for a seasonal ranger family at "the Death Valley cabin," picked huckleberries on the trail, hiked out from Alaska

Basin. So lucky to have known that place then.

Of the options being considered, option C seems most likely to be able to help prevent further overkill (sort of overlove), and let the natives enjoy their

home.

We all need your help.

Correspondence ID:

2700 Project:48252 Document: 68894

Name:

Parfitt, Todd

Address:

Cheyenne, WY 82002

United States of America

Outside Organization:

Wyoming Department of Environmental Quality State Government

Affiliation:

OfficialRep

Received:

Dec,14,2015 00:00:00

Correspondence Type:

Letter

Correspondence: December 8, 2015

Grand Teton National Park

ATTN: Moose-Wilson Planning Team

PG Drawer 170

Moose, WY 83012-0170

Thank you for the opportunity to comment on the Moose-Wilson Corridor Draft Comprehensive Management Plan / Environmental Impact Statement.

The proposed management plan includes alternatives with construction activities in or adjacent to sensitive riparian and wetland habitat. The Draft plan includes a comprehensive suite of appropriate mitigation measures would be applied to avoid or minimize potential adverse impacts from construction and use activities.

Construction activities that result in surface disturbance greater than one acre require a Construction General Permit for storm water discharge. The project may also require a WYPDES discharge permit for ground water discharge if construction groundwater control or dewatering is required.

We look forward to working with you as the project moves forward.

Sincerely,

Todd Parfitt

Director

Correspondence ID:

2701 Project: 48252 Document: 68894

Name:

Galbraith, Mark

Address:

West Linn, OR 97068

United States of America

Outside Organization:

Mark Galbraith Unaffiliated Individual

Affiliation:

Member

Received:

Dec,14,2015 14:30:32

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Mark Galbraith

Correspondence ID:

2703 Project: 48252 Document: 68894

Name:

Bland, Jill

Address:

Windsor, CO 80550

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,14,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C for the Moose Wilson Corridor Plan and wholehearted agree with Superintendent Vela that Alternative C

"provides for the greatest protection of fundamental park resources and values."

Correspondence ID: 2705 Project: 48252 Document: 68894

Name: Depue, David M

Address: Henderson, NV 89044

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,14,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Alternative c

Correspondence ID

Name: N/A, N/A

Address:

McAllen, TX 78501

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,14,2015 21:17:13

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ronald R Wozniak

Correspondence ID:

2707 Project: 48252 Document: 68894

Name:

Hengesbaugh, Matt D

Address:

Branchburg, NJ 08876

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,14,2015 22:30:41

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Matt Hengesbaugh

Correspondence ID:

2709 Project: 48252 Document: 68894

Name:

Recht, Barbara

Address:

Ramsey, NJ 07446

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,15,2015 05:54:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Barbara Recht

Correspondence ID:

2710 Project:48252 Document: 68894

Name:

N/A, Mary

Address:

Worthington, OH 43085

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,15,2015 06:49:15

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

ML Zack

Correspondence ID: 2711 Project: 48252 Document: 68894

Name: Lyshak, William P

Address: Southfield, MI 48033

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,15,2015 08:35:39

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Bill,

Correspondence ID

Name: Ewing, Peter D

Address:

Lake View, NY 14085

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,15,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

I look forward to visiting the park within the next few years. Increased vehicle traffic has diminished the visitor experience and is having a negative effect

on wildlife that rely on the Moose-Wilson Road Corridor. Please protect wildlife and natural resources as your top priority while adopting a plan that

allows visitors to continue to use and enjoy the corridor. Either hiking or driving, it is true that the slower you go, the more you see.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Peter Ewing

Correspondence ID:

2713 Project:48252 Document: 68894

Name:

Brotze, Wayne A

Address:

Carlinville, IL 62626

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,15,2015 11:00:28

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

2715 Project:48252 Document: 68894

Name:

Piker, Meagan

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,15,2015 13:12:57

Correspondence Type:

Web Form

Correspondence: I support alternative D for the management of the Moose Wilson Road. This is the option that best supports the goals of visitor

enjoyment and protecting the park resources. Providing a pathway where park visitors can walk and cycle safely while enjoying the park at a human pace,

will enhance visitor appreciation and promote healthy, non-polluting means of travel through the park. When people are out of their cars, it is safer for

wildlife with less chance of collisions and people get a completely different and better perspective on the park's natural beauty and resources.

This option also offers the opportunity to provide public transportation - perhaps electric buses - to better manage traffic. It encourages a safe and healthy

way to experience the park, mitigate traffic concerns and enhance the overall user experience. People should be able to experience the park along the road

in a safe manner on foot or on a bike. As the park sees ever greater visitation numbers and air and noise pollution become bigger problems, we need to do

everything we can to encourage people to enjoy the park in healthy human powered ways that are safe and responsible for the visitors, the wildlife and the

natural surroundings.

Please reconsider the benefits of a multiuser pathway alongside the road, coupled with opportunities to have visitors experience the highlights along the

Moose Wilson corridor through public transportation. The park needs to be forward looking in protecting our natural resources. By allowing people to

experience the park safely, in a non-polluting fashion, through a pathway that connects visitors to the greater area, the park will be enhancing visitor

experience an acting as a true steward of our precious and spectaular resource.

Correspondence ID:

2716 Project:48252 Document: 68894

Name:

Cunningham, Seamus V

Address:

Chicago, IL 60643

United States of America

Outside Organization:

National Parks Conservation Association Unaffiliated Individual

Affiliation:

Member

Received:

Dec,15,2015 14:16:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please emphasize the protection of wildlife and the preservation of natural resources as the top priorities as you consider any plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States. It is our responsibility to protect these precious resources for all of us and for our posterity.

Thank you for your good work to protect this special place.

Siochain

("Peace" in Irish),

Seamus R. V. Cunningham

Chicago, Illinois

Correspondence ID:

2718 Project:48252 Document: 68894

Name:

Lane, Frank W

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,15,2015 14:37:57

Correspondence Type:

Web Form

Correspondence: Thank you for your time and efforts with this proposal. I agree that Alternate C, with the below recommendations, is the best way to

improve the Moose Wilson road. I would like you to re-consider your vehicles only plan, and also support transit and safe walking and biking options.

Please keep the approved separate pathway to the LSR Preserve. A pathway on the southern section of the Moose Wilson Road, previously approved in

2007, would provide a safe, enjoyable, and green alternative to visitors and locals alike.

Allowing for a pathway segment from Granite to the LSR Preserve, that utilizes the already-constructed levy access road, is one cost conscious solution for

encouraging environmentally friendly, safe, non-motorized use, without impairment to Park resources. This option offers walkers, those with mobility

challenges (like my father and sister!), and bikers a low-impact travel corridor without risking death or injury from two-way traffic for at least 50% of the

way through the corridor.

Statistics show that visitors die in National Parks from vehicles more than any other cause. Safety is vital in a park that has already seen two tragic deaths

and other biker injuries from vehicle-cyclist collisions.

As a member of the START Bus Advisory Board I have to implore you to add green transit options - small shuttle vans with bike racks can facilitate short

trips without the impacts of idling and speeding cars, and will help reduce traffic congestion throughout the Park and Jackson.

Alternate C is the best plan - and with these added elements - would present the best option for all to enjoy the special place that is the Moose Wilson

Road.

Thank you for your consideration,

Frank Lane

Jackson, WY

Correspondence ID:

2719 Project: 48252 Document: 68894

Name:

Brain, Roslynn G

Address:

Moab, UT 84532

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,15,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ros Brain

Correspondence ID:

2721 Project: 48252 Document: 68894

Name:

Sorrells, James L

Address:

Groveland, FL 34736

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,15,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Considering the global environmental crisis our nation faces, these protected lands provide an example for what should be our goal of

ultimate protection. "The national park idea has been nurtured by each succeeding generation of Americans. Today, across our land, the National Park

System represents America at its best. Each park contributes to a deeper understanding of the history of the United States and our way of life; of the natural

processes which have given form to our land, and to the enrichment of the environment in which we live."

- -George B. Hartzog, Jr., NPS Director, 1964-1972

Please don't ever deviate from these words of wisdom and stay the course to protect the solitude of these wild places!

Thank you for your time!

Correspondence ID:

2724 Project: 48252 Document: 68894

Name:

Hayes, Deborah

Address:

Missoula, MT 59803

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,16,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing as a neighbor and friend of Yellowstone. My family and I come to the park several times a year and often bring visitors with us. As someone

who has a vested interest in the park I felt compelled to write concerning the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and

request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dr. Deborah Hayes

Correspondence ID: 2725 Project: 48252 Document: 68894

Name: Kerasote, Theodore J

Address: Kelly, WY 83011

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,16,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I really like Alternative C, the NPS Preferred Alternative! I don't have any outstanding critiques of it, and I think the NPS did an

admirable job of putting this together. As an aside, I bike on the existing Moose-Wilson Road very often, and I DO NOT want an additional bike path

made. The road as it currently is is scenic and the traffic is slow enough to permit enjoyable biking.

Ted Kerasote

Correspondence ID

Name: Paden, Donald

Address:

Loveland, CO 80537-6051

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,16,2015 10:23:31

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Donald Paden

Correspondence ID:

2727 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Brooklyn, NY 11231

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,16,2015 12:49:40

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Carey

Correspondence ID:

2728

Project:

48252

Document:

68894

Name:

Batavia, I

Address: Jackson, WY 83001

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,16,2015 00:00:00

Correspondence Type: Web Form

Correspondence: I fully support the NPS plans for the Moose-Wilson Road, and would encourage it to stand firm on the decision to NOT build a

separate bike path, despite pressure from local government and special interest groups to do so. The intent of the Organic Act of 1916, and in fact the

establishment of the very first national park, was to preserve natural spaces - first and foremost -for the enjoyment of future generations. In other words, the

act was written to protect us from ourselves. As more and more opportunities to play and recreate become available, it behooves the NPS to protect natural

spaces and the wildlife that lives there from these ever expanding opportunities. The Moose-Wilson Road provides a rare opportunity for people to

experience nature, biodiversity, and what a healthy environment actually looks without human intervention in a world of expanding pavement and

development. It is up to the NPS to speak for the wildlife that live within the corridor. Somehow I can't see any of those individuals supporting a bike path

right down the middle of their neighborhood, anymore than I would support a new highway going right down the middle of my backyard!

Correspondence ID:

2729 Project:48252 Document: 68894

Name:

Liesche, Kenneth A

Address:

Kansas City, KS 66106

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,16,2015 14:41:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ken Liesche

Correspondence ID:

2731 Project:48252 Document: 68894

Name:

Murphy, MaryAnn

Address:

Shelton, WA 98584

United States of America

Outside Organization:

Wolf Haven International Unaffiliated Individual

Affiliation:

Member

Received:

Dec,16,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

As a supporter of the National Park Service I like "Alternative C" which best plan for the protection of the Moose-Wilson Road Corridor and request that

you choose this plan for future management.

Limiting car traffic and controlling speed during the busiest months reduces damage to the environment as well as protecting animals from being hit by

motor vehicles.

Please complete the analysis of small-scale park transit options that could be used in the corridor.

Thank you for considering this option. The Grand Teton Park is one of my favorite treasures in the National Park system.

Sincerely,

MaryAnn Murphy

Correspondence ID:

2732 Project:48252 Document: 68894

Name:

Hays, Helen Logan

Address:

Oregon City, OR 97045

United States of America

Outside Organization:

(retired) Unaffiliated Individual

Affiliation:

Member

Received:

Dec,16,2015 17:18:14

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Helen Logan Hays

Correspondence ID:

2734 Project:48252 Document: 68894

Name:

I, v

Address:

oviedo, FL 32765

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,16,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The National Park Service options for the Moose-Wilson Road Corridor have been released and we need your voice! Please join

NPCA in supporting "Alternative C," the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

-Vince

Correspondence ID:

2735 Project: 48252 Document: 68894

Name:

Moon, Lauri

Address:

Williamsport, PA 17701

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,16,2015 20:30:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Lauri Moon

Correspondence ID:

2736 Project: 48252 Document: 68894

Name:

Hoffman, Nancy

Address:

Sparks, NV 89434

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,16,2015 20:45:46

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, and

visitor to the Grand Tetons, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Correspondence ID: 2737 Project: 48252 Document: 68894

Name: Garcia, Susan

Address: Phoenix, AZ 85053

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,16,2015 21:35:55

Correspondence Type: Web Form

Correspondence: Regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park: As a supporter of the National Park

System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative

C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID

Name: Atnip, Dana

Address:

Ferndale, MI 48220

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,17,2015 07:39:34

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Dana Atnip

Correspondence ID:

2739 Project: 48252 Document: 68894

Name:

Jacks, Rayn

Address:

Portland, OR 97293

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,17,2015 09:24:47

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Rayn Jacks

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you,

Lindsey Wise

Correspondence ID:

2742 Project:48252 Document: 68894

Name:

Roberts, Michele L

Address:

Springfield, VA 22015-3928

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,17,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please consider comments of the voting public over corporate interests. America needs pristine land in its heritage and history. There

is not much left. If our government is meant for the people and you are the public servants, who do you think this means?

Stop disappointing people who already think federal government is useless. Prove them wrong and step up to the plate. Please do the right thing here.

Correspondence ID:

2744 Project: 48252 Document: 68894

Name:

Crane, Marcella

Address:

Phoenix, AZ 85053

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,17,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: To: Interior Department of the United States, National Park Service, and Grand Teton Superintendent David Vela:

As an avid supporter of the national parks, wilderness and our beautiful wild lands and wildlife, I hope you would consider supporting Alternative C for the

Grand Teton National Park, Moose-Wilson Road Corridor, as the preferred option.

Alternative C will help to to address congestion within the park as has been highlighted by park staff and outside experts. They have been trying to come

up with a workable solution for the last decade to study wildlife use, historic sites, automobile, bicycle, and pedestrian use, and other factors to develop a

new management plan for the corridor. Their goal is to protect these world-class resources while allowing visitors to continue to use and enjoy the roadway.

The Alternative C Plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I am hopeful that the National Park Service will study and consider transportation options for visitors, such as a small-

scale shuttle system. It works wonderfully well at the Grand Canyon National Park.

Sincerely,

MCrane, Phoenix, AZ

Correspondence ID:

2745 Project: 48252 Document: 68894

Name:

Holmdahl, K

Address:

Durango, CO 81301-3999

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,17,2015 14:16:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

K Holmdahl

Correspondence ID:

2747 Project: 48252 Document: 68894

Name:

Ford, George W

Address:

Moose, WY 83012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,17,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The Moose Wilson Road is remarkable for its scenery and its wildlife. These are exactly the qualities that, in my view, are the duty of the Park to preserve. The proposed NPS plan C seems to me to be the best to do so.

Correspondence ID:

2748 Project: 48252 Document: 68894

Name:

Clark, Ruth E

Address:

Lebanon, PA 17042

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,17,2015 15:20:22

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ruth E. Clark

Correspondence ID: 2750 Project: 48252 Document: 68894

Name: N/A, N/A

Address: Flagler Beach, FL 32136

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,17,2015 00:00:00

Correspondence Type: Web Form

Correspondence: Being lucky enough to come to and spend time in the beautiful Grand Teton National Park, I have reviewed your three alternatives

and feel that the balanced approach of Alternative Plan C would benefit all concerned Wildlife and people. This Plan would provide more protections for

all concerned and allow for future reviews to rectify any problems that need to be adjusted.

Correspondence ID:

2751 Project:48252 Document: 68894

Name:

Yates, Ann

Address:

Anchorage, AK 99508

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,17,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C for the Moose-Wilson Road Corridor because I believe it is important to protect and nourish the flora and

fauna that bring many nature lovers to this beautiful park. If we don't take care of the wild things, we lose not only them, but the beauty of this park and the

economy that comes with it.

Correspondence ID:

2752 Project:48252 Document: 68894

Name:

Estel, Karen

Address:

Land O Lakes, FL 34639

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,17,2015 21:57:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Karen Estel

Correspondence ID:

2755 Project: 48252 Document: 68894

Name:

Lyon, Kelly

Address:

Boca Raton, FL 33431

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,18,2015 08:39:53

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kelly Lyon

Correspondence ID:

2757 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Columbia, SC 29205

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,18,2015 11:52:18

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Saskia Santos

Correspondence ID:

2758 Project:48252 Document: 68894

Name:

Sheahan, Richard C

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Granite Canyon Ranch Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,18,2015 12:04:30

Correspondence Type:

Web Form

Correspondence: My family members and I are inholders in the southern part of GTNP. Our property, Granite Canyon Ranch, is bisected by the

Moose-Wilson Road on its eastern edge to the north and south approximately 1500 feet where the road crosses the irrigation ditch just south of Granite

Canyon parking lot.

A few general comments on the EIS:

1. It would be a huge mistake to make the MW road a one-way route. The additional travel time and pollution created by making residents, commuters and

tourists drive through town to get to the park would be disastrous for the environment and will add to Jackson's already insufficient road infrastructure.

2. A 200-car limit on the road is also ill-advised. What happens when visitors stop to view wildlife, go for a hike, take their time enjoying the scenery?

Do visitors stuck at the gate just wait for hours? Not to mention the pollution created by cars idling and running their air conditioners waiting for the

road to clear.

3. The idea of limiting traffic is a nasty inconvenience to inholder families such as ourselves who commute to work in Jackson or go to town for groceries.

Do we have to wait in line for the 200-car limit to abate?

4. It's my opinion that the lack of a parallel bike path is a grievous mistake for the long-term health of Jackson Hole and only adds to the car-friendly bias of

the National Park Service. Without a separate bike path, there will be more collisions between cars and bikes on park roads and enforcing a 20mph speed

limit on paved surfaces is a pipe dream, not to mention, impossible. I understand that trees will have to be cut down to accommodate a bike path, which is

unfortunate, but cars hurtling down a paved road promise a much greater threat to wildlife and the cyclists who will continue to use this route to make their

way to the park from the south or complete the bike path loop that is now mostly complete.

Finally, the current park service policy towards horse and boat trailers on the MW needs to be revisited. It is my understanding that horse trailers can be

taken down the MW road from the south to the Poker Flats parking lot and from the north to Death Canyon trailhead. My family owns small drift boats and

rafts and frequently drive them down the MW road both to the north and south from Granite Canyon Ranch. We respectfully request a clear revision of the

policy or a letter from superintendent Vela allowing inholders such as ourselves to use the MW road to transport our boats both north and south without

park ranger harassment as we have done since 1960.

Thanks for your consideration to these comments, Casey Sheahan

Correspondence ID:

2760 Project: 48252 Document: 68894

Name:

Baker, Daniel R

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,18,2015 12:46:21

Correspondence Type:

Web Form

Correspondence: It appears to me that transportation is not the issue on the table. The primary issue is limiting the number of people that can access the

Moose-Wilson corridor portion of GTNP to a maximum number at any given time and what method is best to provide for this control. The use of the

corridor as part of a larger transportation network between Teton Village and Moose is clearly a secondary consideration. It is the park's prerogative to set

these priorities.

My concerns are for the impact the Park's methods have on the public outside of the GTNP boundary and particularly at the southern entrance. GTNP

should not be allowed to cause traffic backups that impede public access to Highway 390 from Ranch Road as has evolved over the past three years. The

plan to add a second lane to queue waiting vehicles and a third lane as a bypass for local residents to access inholdings is weak and I have little faith that in

practice it will function efficiently. The outdated 2013 traffic study underestimates the traffic that will be queued up at peak times in my opinion and the

current plan has insufficient capacity to accommodate the queued vehicles within the GTNP boundaries. The management and flow of traffic into these

three neat lanes of traffic will be a challenge and will require additional GTNP personnel at the entrance kiosk to manage. Has this been identified and

budgeted for?

The movement of horse trailers into GTNP and to the designated parking area within the Park must also be considered. Over the last two years we have

experienced an increasing number of horse trailers being parked on Ranch Road and riders then entering the Park, bypassing the entrance altogether. This

results in congestion, unsanitary accumulations of manure and a safety hazard on Ranch Road, not to mention illegal entrance to the GTNP by the riders in

question. I am a Teton County resident and access my property via Ranch Road. I ask that GTNP be a good neighbor and resolve the entrance issues in a

manner that will provide us access to Ranch Road and our homes in a safe and timely way.

Respectfully submitted,

Dan Baker

Lake Creek Ranch

Correspondence ID:

2761 Project:48252 Document: 68894

Name:

Hawtin, Bruce

Address:

Jackson Wy 83001, WY 83001

United States of America

Outside Organization:

Hawtin Jorgensen Architects Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,18,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support alternative C which is the park's preference. I do wish there was a way to include a bike/walking pathway adjacent to the

roadway but I accept the fact that the impact primarily to the vegetation is unacceptable. I appreciate the thorough opportunities the public has been given

to have input into the final solution.

Correspondence ID: 2762 Project:48252 Document: 68894

Name: ramsay, william j

Address: jackson, WY 83001

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,18,2015 00:00:00

Correspondence Type: Web Form

Correspondence: My wife and I support a bike/hike/etc paved pathway along mw road in park that would min impact by having only 1 for both

directions and 6-8 ft wide . This should go from existing end of pathway to existing pathway in park at Moose. thanks for allowing input bill and Glenda

ramsay

Correspondence ID:

2763 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

st louis, MO 63124

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,18,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Keep the road exactly the way it is. The dirt road portion does a great job of deterring those who want to speed thru the parks 60 mph.

The moose wilson road offers a unique experience for all tourists. No pathway bike system is needed!

Correspondence ID:

2764 Project:48252 Document: 68894

Name:

Bamford, Robert W

Address:

Seattle, WA 98112-2611

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,18,2015 22:06:37

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Robert Bamford

Correspondence ID:

2766 Project: 48252 Document: 68894

Name:

N/A, N/A R

Address:

Carlsbad, CA 92009

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,19,2015 10:48:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Rose Johnson

Correspondence ID:

2767 Project:48252 Document: 68894

Name:

purkis, leonard

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,19,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support the National Parks preferred alternative

Correspondence ID:

2769 Project:48252 Document: 68894

Name:

Smith, Dea

Address:

Loveland, CO 80538

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,19,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is one of the most wonderful places on earth. If we lose it, we deprive our kids and fail in our responsibility to protect these precious

resources. Thank you for your good work to protect this special place.

Correspondence ID:

2770 Project:48252 Document: 68894

Name:

McIntosh , James

Address:

Ann Arbor , MI 48105

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,20,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have read about your analysis and the alternatives developed for the Moose-Wilson Road Corridor. I am writing today in support of

Alternative C. From what I have this alternative would:

1. Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park visitors and road closures when bears are too close to the road;
2. Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;
3. Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;
4. Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;
Maintain the current "footprint" of the road with minor changes;
5. Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road without incident; and
6. Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, I am encouraging the National Park Service to study and consider transportation options for visitors, such as a small-scale shuttle system.

It is my hope that one day to see the park that you safeguard having already been struck by its wondrous beauty, as immortalized by the great Ansel

Adams.

Sincerely,

James A. McIntosh

Correspondence ID:

2772 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Moose, WY 83012

United States of America

Outside Organization:

National Park Service Unaffiliated Individual

Affiliation:

Member

Received:

Dec,20,2015 09:23:45

Correspondence Type:

Web Form

Correspondence: There are employees that work at Granite Entrance station located on the south end of Moose-Wilson Rd. who live in Moose. We will

not appreciate waiting in line to get to and from work and don't want to be forced to take HWY 89 to and from work. The idea of limiting vehicles is going

to anger lots of visitors and the employees. The comments the visitors will have to say to their friends and family when arriving back home from their

vacation will be of disappointment. That plan is not one of the best plans to come up with as I feel it will take away visitor satisfaction of their trip down that

road. As for us employees working at Granite entrance station, we just want to get to work on time and of course home on time. The wildlife brigade did an

excellent job in keeping traffic moving when needed.

Correspondence ID:

2774 Project:48252 Document: 68894

Name:

lazor, john d

Address:

Clinton, MI 49236

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,20,2015 13:55:44

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

J. D. Lazor

Correspondence ID:

2775 Project: 48252 Document: 68894

Name:

Downer, John F

Address:

Alexandria, VA 22309

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,20,2015 15:09:05

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

2777 Project:48252 Document: 68894

Name:

Miller, Travis

Address:

Seattle, WA 98122

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,20,2015 17:00:33

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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Sincerely,

Travis J Miller

Thank you for taking the time to speak up for Grand Teton National Park.

Correspondence ID:

2778 Project:48252 Document: 68894

Name:

French, Bill

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,20,2015 17:20:39

Correspondence Type:

Web Form

Correspondence: As a property owner in Teton Village for 14 years our family commonly uses Moose Wilson Road (MWR)when headed to

Yellowstone, Jenny Lake, or Moose when frequenting Dornan's. We also use MWR when headed out to hike, bike or view nature.

We strongly support implementation of Alternative "A" (No-Action) for a host of reasons.

A. With many turns and portions of MWR unpaved we are commonly traveling at less than 20mph. This is part of the beauty of portions being unpaved.

Speed is reduced and many drivers steer clear intimidated by a gravel road.

B. If access was limited and we were to go to Dornan's for lunch or dinner, instead of driving 8.9 miles, we would drive over 25 miles on-way through

Jackson to Dornan's. A total trip of 50 miles instead of less than 19. How would this impact the environment not to mention traffic flow through Jackson?

C. How will this impact businesses in Moose like Dornan's or revenue generated at the Granite Canyon entrance into Grand Teton National Park?

D. If you pave MWR, do you have the reserves to repair and replace in the future?

We are commonly advocates for change and for development however believe the current arrangement works extremely well.

Correspondence ID:

2780 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

san francisco, CA 94105

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,20,2015 20:29:57

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

D S

Correspondence ID:

2781 Project:48252 Document: 68894

Name:

Vyatchanina, Evgeniya

Address:

Gainesville, FL 32607

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,20,2015 23:30:16

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Evgeniya

Correspondence ID:

2783 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

san diego, CA 92131

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Correspondence ID:

2784 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Sterling, IL 61081

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,21,2015 00:18:56

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

We are writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As supporters of the National Park System, we

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Correspondence ID:

2785 Project:48252 Document: 68894

Name:

Beschler, Ellen

Address:

New York, NY 10022

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,21,2015 01:30:38

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Ellen Beschler

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resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

michelle haynes

Correspondence ID:

2788 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Lakewood, CO 80226

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,21,2015 12:21:22

Correspondence Type:

Web Form

Correspondence: The DEIS clearly reflects that this is a project that has been - and will be - the subject of a lot of attention and investment, but it

appears that the approach to evaluating the impacts of the roadway alternatives is very different from the multi-use pathway proposal.

Any infrastructure for visitors will have negative resource impacts and (hopefully) contribute to visitor enjoyment and other benefits. The DEIS appears to

include both quantified and speculative negative impacts for the multiuse Pathway to a degree not considered for the road related development, and there is

no serious attempt to identify/evaluate the positive impacts of the Pathway (reduced vehicle use, economic benefits, visitor experience, etc...) or come up

with an objective assessment of costs vs. benefits. Given the high use levels of recently developed multiuse pathways in the park and region, a more serious

evaluation of the potential benefits associated with use of the Moose Wilson pathway is warranted. The current analysis appears to be set up to lead to a

determination that relatively low level environmental impacts of the Pathway are unacceptable regardless of benefits.

While the DEIS identifies disruption of existing car traffic and impacts to the "historic" driving experience as negative impacts to be avoided, disruption of

potential bike/ped use due to not enhancing this segment of the regional Pathway network is not seriously evaluated. It also appears that the most

significant impacts of the Pathway are associated with a relatively small segment of the Pathway that is significantly separated from the roadway. Other

than a passing reference to sharrows, there is no consideration of alternatives to better support bike/ped activity through improvements (part separated

pathway/part on road?) entirely within the proposed road corridor while minimizing resource impacts. It is also not clear why the potential for providing

transit (and/or significantly limiting car use?) is deferred and not evaluated as part of this plan.

Reduction of traffic would have benefits, and arguably

should be a goal of this and other projects, to the degree it helps to reduce local environmental impacts and overall carbon footprint? (Carbon Footprint

impact is "eliminated from detailed analysis" of a transportation corridor?!)

For the Moose Wilson corridor, the impacts of the pathway may not be justified by the projected benefits, and that there are not reasonable alternatives to

mitigate those impacts, but not evaluating the Pathway proposal in the same way as the roadway alternatives seems like a poor precedent to establish if

NPS is serious about supporting active transportation.

Correspondence ID:

2789 Project: 48252 Document: 68894

Name:

Wiley, Kimberly A

Address:

Rochester, NY 14612

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,21,2015 14:48:48

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on the environment and the wildlife that rely on the Moose-

Wilson Road Corridor. Please make protecting the wildlife and the natural resources as your top priority while adopting a plan that allows visitors to

continue to use and enjoy the corridor.

This preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place and for your consideration.

Sincerely,

Correspondence ID:

2791 Project: 48252 Document: 68894

Name:

Evans, Bronwen d

Address:

VANCOUVER, WA 98101

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,21,2015 19:44:09

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

B. Evans

Correspondence ID:

2792 Project:48252 Document: 68894

Name:

Baxter, Lou

Address:

Melbourne, UN 3068

Australia

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,22,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Both as a biologist and as a family member concerned about future biodiversity, I am writing about the Moose-Wilson Road Corridor planning process at

Grand Teton National Park.

I strongly support America's National Park System. Consequently I also strongly support "Alternative C", which is the Park Service's preferred plan as

well, as I consider that this alternative best protects the Moose-Wilson Road Corridor. Hence I request that Alternative C becomes your future approach to management.

Increased vehicle traffic has not only diminished the visitor experiences obtainable but is also having a negative effect on wildlife that rely on the Moose-

Wilson Road Corridor. I consider that it is both your duty and your responsibility to firstly protect American wildlife and natural resources, and Alternative

C best does this whilst still remaining a plan that allows visitors to continue to use and enjoy the corridor.

However, although my preferred plan for future management of the Moose-Wilson Road Corridor is Alternative C, yet more could still be done. Therefore

I encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States (as well as tourists from elsewhere). It is the

responsibility of the current generation to protect these precious resources for not just ourselves but for future generations.

Thank you for your good work to protect this special place.

Sincerely,

[your name here]

Correspondence ID:

2794 Project:48252 Document: 68894

Name:

Pettus, Marjorie E

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,22,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I fully support the GTNP preferred alternative. It is imperative that the park preserve the Moose Wilson corridor - - the wildlife

habitats, cultural assets and rustic qualities that make the area so unique and special. I believe in the mission of the National Park Service and would hate to

see compromise of any kind when it comes to the Moose Wilson road.

NO non-motorized pathway; NO transit.

Thank you.

Correspondence ID:

2795 Project:48252 Document: 68894

Name:

Kelly, Diane O

Address:

THOMPSONS STATION, TN 37179

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,22,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C for Moose-Wilson Road Corridor.

Correspondence ID:

2796

Project:

48252

Document:

68894

Name:

N/A, N/A

Address: Armonk, NY 10504

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,22,2015 19:16:51

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Linda Catlin

Correspondence ID

Name:

Dishman, Patricia

Address:

Nashville, TN 37221

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,22,2015 22:10:39

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Patricia B. Dishman

Correspondence ID:

2799 Project: 48252 Document: 68894

Name:

MacAlpine, Barbara

Address:

Estes Park, CO 80517

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,23,2015 09:07:27

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.
As a supporter of the National Park System and

someone who marveled at the beauty of the Tetons many years ago, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-

Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Barbara MacAlpine

Correspondence ID:

2800 Project: 48252 Document: 68894

Name:

Frumkin, Judith S

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,23,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I firmly believe that the proposed plan for the Moose-Wison Road is in the best interest of the Grand Teton National Park, the wildlife

that is found within the park, and, ultimately, the people who have access to the park. My primary interest is the preservation of the wildlife corridors that

encompass the park. Certainly this past summer, having witnessed the abundance and diversity of the animals there, and the numbers of people who were

enthralled and amazed by their sightings, gives more credible indication that we must preserve the nature of that corridor. The park service did an

outstanding job in trying to manage the numbers of people/visitors who were witnesses to foraging bears, munching moose, and other wildlife. Clearly, to

me, the ability for the wildlife to survive without undue stress is one of the tenets of the park that we must preserve. Increase your fees, if you must, to help

support the personnel needed to protect the wildlife and the environment in the Tetons. (As a senior, who has free access, I would be willing to pay a small

fee if that would benefit the cause!)

Yes, it would be more convenient to have a walking/biking path and a more vehicle friendly road. But that should be secondary to the GTNP's vision,

mission, and purpose. Do not back down to self-interest groups that do not want to be accountable to the national park service.

Thank you.

Correspondence ID:

2802 Project:48252 Document: 68894

Name:

Pick, Austin

Address:

Lafayette, CO 80026

United States of America

Outside Organization:

NPCA Unaffiliated Individual

Affiliation:

Member

Received:

Dec,23,2015 16:21:25

Correspondence Type:

Web Form

Correspondence:

ear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

My wife and I hiked the Teton Crest Trail this summer, and were happy to see wildlife thriving in the Park. The preferred plan for future management of

the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the Park Service to complete an analysis of

small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Austin Pick

Correspondence ID:

2803 Project:48252 Document: 68894

Name:

Delaine, Sheri

Address:

Eau Claire, WI 54701

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,23,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management. It is one of the more intelligent plans that any government service has ever proposed.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States as well as world travelers, and it is our responsibility

to protect these precious resources for all of us and for future generations not to mention for the non-human animals who live there.

Thank you for your good work to protect this special place.

Sincerely,

Sheri Delaine

Correspondence ID:

2805 Project: 48252 Document: 68894

Name:

Guenther, Scott

Address:

Moose, WY 83012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,24,2015 12:02:59

Correspondence Type:

Web Form

Correspondence: In the preferred alternative, parking pressure at the LSR Preserve may increase when a mile of trail is added to the current Death

Canyon Trailhead. The hike to jump rock will become shorter via the LSR Preserve (approx. 2.6 miles) vs. from the preferred alternative trailhead (approx.

3.04 miles) and without the Phelps Lake switchbacks climb out. The hike to Death Canyon from the LSR will be only a few tenths longer (approx. .3

miles) than from the preferred alternative trailhead and would not include the strenuous switchback climb out. This could mean many more early morning

vehicles parked at the LSR Preserve lot that remain in that parking lot for the majority of the day.

The preferred alternative calls for using the current road alignment for the new Death Canyon Trail. The park may consider realigning the trail to a more

direct route to the current trailhead. This may alleviate the short-cutting that is likely to occur otherwise.

Did the park consider moving the White Grass Ranger Station to the new trailhead? Leaving this historic structure in its current location and moving the

trailhead will lead to the cabin's demise as it would no longer serve any functional purpose. It would be too close to the trailhead to be used as a

backcountry cabin and it would be too far from the trailhead to be used as a seasonal residence. Moving the cabin to the new trailhead would maintain its

current context as a trailhead ranger station and ensure its continued maintenance. It would also help to maintain a ranger presence at this very busy

trailhead.

The alternative D Death Canyon conceptual plan is a viable option and has many attractive elements. Road maintenance issues through most of the worst

section of the Death Canyon access road are alleviated by moving traffic to the more easily maintained White Grass Road. Hiking distances to Phelps Lake

and Death Canyon remain the same as they are currently, likely alleviating additional parking pressure on the LSR Preserve. The historic nature of this

trailhead is preserved. The White Grass Ranger Station continues to be a functional historic ranger station and the park service maintains a ranger presence

at this very busy trailhead.

Correspondence ID:

2806 Project: 48252 Document: 68894

Name:

Levin, Heather M

Address:

Roseville, CA 95678

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,24,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Please protect our wild land and animals. In this quickly changing world, there will soon not be much left without vigilance.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

This historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Thank you for taking the time to speak up for Grand Teton National Park.

Sincerely,

Shirley Bishop

Correspondence ID:

2808 Project:48252 Document: 68894

Name:

Kelley, Ruth

Address:

Murphysboro, IL 62966

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,26,2015 13:15:02

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2810 Project: 48252 Document: 68894

Name:

Leske, Jeanne E

Address:

Casper, WY 82609

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,26,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support "Plan C" to protect the wildlife in Grand Teton National Park.

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Rhett Lawrence

Correspondence ID:

2813 Project: 48252 Document: 68894

Name:

Osada, Susan

Address:

Buffalo Grove, IL 60089-2179

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,27,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

In Summary, The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Sincerely,

Correspondence ID:

2814 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Gainesville, FL 32653-1950

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,27,2015 14:22:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela:

Please be advised that I support "Alternative C," as the preferred plan.

The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

Best regards,

G. Dennis

Correspondence ID: 2816 Project: 48252 Document: 68894

Name: jennings, joanna

Address: Durango, CO 81301

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Dec,28,2015 00:00:00

Correspondence Type: Web Form

Correspondence: DO WHAT WVWE IT TAKES TO PROTECT MY TETON NATL. PARK

Correspondence ID

Name:

Hamilton, Wesley F

Address:

Harmony, PA 16037

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,28,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I support alternative C. By educating the visitors, closing roads when safety of the visitors is an issue is the most balanced approach.

It also provides for limiting traffic and reducing the speed limit, which benefits the wildlife.

Correspondence ID:

2818 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Cheyenne, WY 82009

United States of America

Outside Organization:

Wyoming Game and Fish Department Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Dec,28,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: December 28, 2015

WER 13319.00b

National Park Service

Moose-Wilson Corridor

Comprehensive Management Plan

Draft Environmental Impact Statement

Grand Teton National Park, Wyoming

Grand Teton National Park

ATTN: Moose-Wilson Planning Team

P.O. Drawer 170

Moose, WY 83012-0170

Dear Sir/Madam:

The staff of the Wyoming Game and Fish Department has reviewed the Draft Environmental Impact Statement for the Moose-Wilson Corridor

Comprehensive Management Plan in Grand Teton National Park, Wyoming. We offer the following comments for your consideration.

The Draft Environmental Impact Statement has addressed our terrestrial and aquatic concerns outlined in the Department's scoping comments. We have no

additional aquatic concerns.

Thank you for the opportunity to comment. If you have any questions or concerns, please contact Mary Flanderka, Habitat Protection Coordinator, 307-

777-4587.

Sincerely,

John Kennedy

Deputy Director

JK/mf/ns

cc: USFWS

Chris Wichmann, Wyoming Department of Agriculture, Cheyenne

Rob Gipson, WGFD, Jackson Region

Doug Brimeyer, WGFD, Jackson Region

Aly Courtemanch, WGFD, Jackson Region

Jessica Crowder, Governor's Policy Office

Jerimiah Rieman, Governor's Policy Office

Correspondence ID:

2820 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Seattle, WA 98122

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,28,2015 23:17:36

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jennifer Lockett

Correspondence ID:

2822 Project:48252 Document: 68894

Name:

Adams, Cindy L

Address:

Walnut Bottom, PA 17266

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,29,2015 08:11:51

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

I visited this area in the past and was impressed with the mountains, nature and wildlife. Grand Teton is a gift cherished by both the residents of Wyoming

and people across the United States, and it is our responsibility to protect these precious resources for all of us and for future generations. Thank you for

your good work to protect this special place.

Sincerely,

Cindy Adams

Correspondence ID:

2823 Project: 48252 Document: 68894

Name:

pile, owen

Address:

jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,29,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I have reviewed the Moose- Wilson road draft. The NPS preferred solution makes total sense. It limits traffic in this sensitive area

without making it a shortcut from the airport to the Resort and Wilson.

Correspondence ID:

2824 Project: 48252 Document: 68894

Name:

Bennett, LeeAnn

Address:

Lawrence, KS 66049-2029

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,29,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: December 29, 2015

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that depend on the Moose-Wilson Road Corridor

for their everyday survival. Please make the protection of wildlife and natural resources your top priority while deciding on a plan that allows visitors to

continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a great step in the right direction, but still more could be done. I

encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor. Anything that can be done to

minimize impacts on wildlife by humans, will only benefit the park by intensifying the visitor experience.

Grand Teton is a spectacular natural wonder cherished by the residents of Wyoming, people across the United States, and international visitors. It is our

responsibility and obligation to protect these precious resources for us and for future generations.

Thank you for all your hard work and your continuing

commitment to protect this special place.

Sincerely,

LeeAnn Bennett

Correspondence ID:

2827 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Stanwood, WA 98292

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,29,2015 16:48:49

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely, Adina Parsley

Correspondence ID:

2829 Project: 48252 Document: 68894

Name:

van Ee, Jeff

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,29,2015 20:48:43

Correspondence Type:

Web Form

Correspondence: In my previous comments on proposed changes to the Moose-Wilson road, I recommended the route be classified as a scenic byway,

numbers be restricted, and speeds be reduced. The proposed "preferred alternative" recommends paving the unpaved portion, realigning the northern

portion, reducing speeds, and restricting numbers of vehicles within the corridor to a maximum of 200.

While I like certain aspects of the preferred

alternative, I have concerns.

Grand Teton National Park, like many parks, has experienced dramatic increases in visitation in the past few years. On the eve of the 100th anniversary of

the National Park Service, 2016 and future years look to be record-setting years. While the natural environment and infrastructure of the parks have been

stressed for many years, there is nothing in the future to lead me to believe that things will be appreciably better, The Park Service needs to focus more on

maintaining and improving the quality of the visitor experiences rather than accommodating an increasing number of visitors.

The quality of the experience on the Moose-Wilson road has degraded substantially from when I began to use the road in 1995. It was a back-door route

into the park where one could take a leisurely drive and observe natural areas and wildlife unique to that area. Today, the road is often a congested

thoroughfare. The Park needs to consider limits to visitation to preserve the environment and the user experience. While I have some questions on exactly

how the 200 vehicle limit would work, I commend the park for realizing that the Moose-Wilson road corridor has limits today on the amount of traffic the

environment and wildlife can bear.

I still believe that labeling the Moose-Wilson road as a scenic byway would better educate the public on the type of experience they should expect from the

road. It would help reduce expectations that the road would be a fast way into the main portion of the park and a fast way to such places as the airport and

Highway 89.

Paving the unpaved portion of the roadway will lead to increased speeds on the roadway. Posted speed limits, with or without enforcement, will not be

enough to keep the speeds down. Higher speeds reduce the quality of the experience for those wanting to observe wildlife and the unique environments

within the corridor, and the increased speeds will increase the impacts to wildlife.

From my experiences as a board member of a homeowners association, speed bumps can be useful in reducing speeding. They are annoying.

Unfortunately, while they are better than nothing in reducing speeding, they are not completely effective. Some drivers and some vehicle types aren't

bothered by them, and speeding will continue. While I did not support in my earlier comments paving the unpaved portion of the road (because I thought

the unpaved portion deterred people from taking the road and speeding), I recommend speed bumps be considered.

There have to be limits. As unpopular as it may be to some people for the park to limit vehicles in the corridor to a maximum of 200 at any one time,

without self-imposed limits there will be limits at some point. Some can say at peak times during the year, the Moose-Wilson road is already at limits when

there is congestion. Of course, the road can be paved, straightened and widened to allow even more traffic. We could, as some suggest, place a path next to

the road to accommodate more people for a more urban, refined experience. We could have buses? Where will it end? If one takes recent, past growth rates

and project future usage, there are virtually no limits to growth in the Moose-Wilson corridor and the park unless there are some self-imposed limits. The

200 vehicle maximum suggested by the Park is a good starting point. It may not be the best. It may not be perfect, but it is better than nothing at all - which

is what we have at present.

I understand the outside pressures the park is facing, particularly from local interests. The park is a national park; consequently, all viewpoints should be

considered - no matter from where they originate. It is the duty, however, for the park to preserve and protect those values and resources that were in

existence at the very beginning. We must preserve for present and future generations what we were provided at the beginning - as best as we can.

The Moose-Wilson road will probably never be what it was when I first traveled it in 1995. I trust, though, it will not be worse than it is today. I actually

hope it can be better.

Correspondence ID:

2831 Project:48252 Document: 68894

Name:

Blaney, Carol L

Address:

Redlands, CA 92373

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,30,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Thank you for the opportunity to comment on the Moose-Wilson Road Corridor planning process at Grand Teton National Park. I believe the National Park

Service's preferred plan, Alternative C, best protects the Moose-Wilson Road Corridor and its resources. I ask that you select Alternative C.

Grand Teton is one of the jewels of the national park system, with its amazing wildlife, views, and connection to the greater Yellowstone ecosystem. I have

driven the corridor and have been struck by its beauty and wildness, especially so close to a populated area.

As with so many parks, increasing vehicle traffic has impacted the corridor's resources, and visitors' experience along with it. Please continue to hold

wildlife and other natural resources among your top priorities, for the health of the park and the enjoyment of this and future generations.

In addition to choosing Alternative C, I encourage the park to complete an analysis of small-scale transit options that could be used in the corridor. This

could contribute to wildlife protection and set a model for carbon emissions reduction as well.

Thank you so much for your public service, and for the work you and your staff do to protect this special place for all of us.

Sincerely,

Carol Blaney

Correspondence ID:

2832 Project:48252 Document: 68894

Name:

Hayes, Christine

Address:

Upland, CA 91786

United States of America

Outside Organization:

Ms. Unaffiliated Individual

Affiliation:

Member

Received:

Dec,30,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: The National Park Service options for the Moose-Wilson Road Corridor have been released. Please support "Alternative C," the

preferred plan.

Thank you.

Correspondence ID:

2833 Project:48252 Document: 68894

Name:

Blue, Tracy

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,31,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: I do not support any plan that does not include a non-motorized transportation pathway for the Moose Wilson corridor. Favoring

motorized transport and limiting access to the area is already not working. A pathway is the only way to protect public access without turning the area into

a highway.

Thank you ,

Tracy Blue

Correspondence ID:

2835 Project:48252 Document: 68894

Name:

Blair, Dan and Janet W

Address:

Joseph, OR 97846-0330

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,31,2015 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

We submit this letter regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As strong supporters of the National Park

System, and former residents of western Wyoming (our home was just an hour from the entrance to Grand Teton National Park), we support the Park

Service's preferred plan, "Alternative C." Because it best protects the Moose-Wilson Road Corridor, we urge you to choose Alternative C as your approach

to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor. We

believe the protection of wildlife and natural resources must be your top priority while still adopting a plan that allows visitors to continue to use and enjoy

the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is surely a step in the right direction, but there is more that should and can

be done. We encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is an unparalleled treasure, beloved both of residents of Wyoming and people across the United States, and it is our responsibility to protect

these precious resources for all of us and for future generations. We trust you will give our recommendations in this letter your most serious and thoughtful

consideration. Thank you for your good work to protect this special place.

Sincerely,

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Dr. Nicholas Hennessy

Correspondence ID:

2838 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

South Burlington, VT 05403

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,03,2016 05:29:54

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park.

As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Charles D. Grammer

Correspondence ID: 2839 Project:48252 Document: 68894

Name: Lasky, Eleanor

Address: Roanoke, VA 24018

United States of America

Outside Organization: NPCA Unaffiliated Individual

Affiliation: Member

Received: Jan,03,2016 07:54:39

Correspondence Type: Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Eleanor Lasky

Correspondence ID

Name:

Wemple, Robert

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,03,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I support the Preferred Alternative for the Moose Wilson corridor (Alt.C). The alternative is respectful of wildlife while still allowing appropriate access. A separated pathway would be too much impact on the environment and wildlife. Slower speeds are safer and will discourage travel by those who may want to use the corridor only as a connecting route (or shortcut) to the airport or main road north. I support the ban on commercial traffic (taxis). Low impact winter use is appropriate, I oppose grooming and use by fat tire bikes. Guided wildlife tours are appropriate and I also support reducing the developed footprint. With all the development proposed at Teton Village it will be difficult to resist the pressure to turn the corridor into a faster more developed road with more traffic, but the Preferred Alternative is better for preserving Park values.

Correspondence ID:

2842 Project:48252 Document: 68894

Name:

Axelrad, David M

Address:

Studio City, CA 91604

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,03,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: On July 24, 1999, our 13-year old daughter Gabriella died while bicycling in Grand Teton National Park. She died because there was

no pathway separating cyclists and pedestrians from motor vehicle traffic. Since that time we have supported construction of pathways in Grand Teton as a

means of ensuring the safety of park visitors who want to experience the park without having to rely upon a motor vehicle. No one should have to endure

the catastrophe that befell our family simply because we chose to ride bikes rather than drive a car in the Park. Wherever there are motor vehicle roadways

in the Park, a separate alternative pathway must be made available to cyclists and pedestrians to ensure human safety and provide an alternative means of

accessing the park.

In the 16 years since we lost Gabri, many good things have been accomplished. Through the leadership of federal, state and local officials, the Park has

completed over 20 miles of beautiful, highly praised and well-used pathways. Surrounding local communities have added their own pathway system that

compliments and connects with the Park pathways. Each mile of pathway has increased the safety and enjoyment of visitors who want to get out of their

cars and enjoy the Park and surrounding area on a bicycle or on foot.

But more needs to be done. It is not enough to say that some pathways have been constructed along some of the roadways in the Park. There must be a

separated pathway wherever there is a roadway to protect human safety and reduce the carbon footprint of visitors to the Park.

Which brings us to the question of what to do in the Moose-Wilson corridor, where the Parks Preferred Alternative C builds no pathway at all and requires

cyclists and pedestrians to share the road with motor vehicles. No half measures such as road enhancements, no speed limit reductions will change the fact

that this alternative places cyclists and pedestrians in a deadly contest with motor vehicles. If this alternative is adopted, there is no question that lives will

be at risk.

And yet we understand that for a variety of reasons (sensitivity of wildlife habitat, the possible presence of Native American artifacts, etc.) portions of the

Moose-Wilson corridor may at the present time be unsuitable for construction of a pathway. The Moose-Wilson corridor is not a backcountry wilderness

area, but a front country tourist area with educational centers, trailheads and a well-traveled road. which in our opinion requires transportation planning that

prioritizes human safety and alternative access. Anything less effectively favors motor vehicles over people which is not and should not be Park policy.

Is there a compromise between no pathway at all (the Parks preferred alternative) and what should be the ultimate goal of building a pathway along the

entire Moose-Wilson corridor? We believe there is.

The 2007 Transportation Plan for Grand Teton included a pathway along the southern portion of the Moose-Wilson corridor, from the southern Park

entrance to the LSR Preserve. The U.S. Fish and Wildlife Agency evaluated this partial pathway and found that its construction would not permanently

impair grizzly bears or other wildlife . Construction of this pathway would enhance public safety and alternative access to the Park without compromising

what may be more environmentally sensitive portions of the corridor between LSR and Moose. Serious and hopefully favorable consideration should be

given to this modest, compromise alternative that would transform Preferred Alternative C into a much better Alternative C .

For our family, the construction of alternative pathways along motor vehicle routes in the Park is a matter of life and death. The Park should do no less than

build the southern portion of the Moose-Wilson pathway approved as part of the 2007 Transportation Plan.

David Axelrad and Liza Bercovici

Parents of Gabriella Axelrad

Correspondence ID:

2843 Project:48252 Document: 68894

Name:

May, C

Address:

Post Falls, ID 83854

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,03,2016 21:18:35

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

C May

Correspondence ID:

2844 Project:48252 Document: 68894

Name:

Clark, Frances H

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,15,2015 00:00:00

Correspondence Type:

Letter

Correspondence: December 9, 2015

Dear Moose-Wilson Planning Team,

Thank you for your comprehensive study of the Moose Wilson Road corridor project I spent several days reading through the document and found it

fascinating and cogent There is a wealth of information useful for not only this decision, but also for understanding many aspects about the park, the

surrounding community, and the national context I also spent time visiting again some of the locations to understand the terrain and to envision the impacts

of alternatives. I attended the most recent public forum, as well. The report has been an important topic of discussion among friends.

Thank you for the open and transparent public process. You have provided us all with ample opportunity to gather information, express our concerns, and

make suggestions. I appreciate that both regional NPS and GTNP staff, along with many cooperating agencies, conducted a thorough review of the many

complex issues. You have addressed our points with clarity and thoroughness.

Given the high quality of the report, I am pleased to be able to respond with relative brevity. My intention is to emphasize my support for your preferred

Alternative C and express some minor concerns.

1. I support the priority of Alternative C: preserving the natural resources and providing compatible visitor experience, exemplifying conservation legacies.

You describe the resource values and delineate the reasons for this preferred option clearly and strongly within the mandate of the NPS and GTNP.

2. Moose-Wilson Road is a national park road, not a county or state road:

a. The park is not responsible for providing an alternative transportation route for those not intentionally enjoying or directly working in the park. The

county and Teton Village need to address their own growth and transportation issues. Ideally, there is opportunity for cooperation even given different

goals and motivations.

b. Managing the considerable amount of through traffic (56%) ver remains a challenge, particularly the 30% who did not have any intention of using the

park at all.

c. A longer term integrated plan of shuttles for NPS and concession employees going to/from the park as well as visitors to the park (vs. commercial and local commuters) needs to be developed sooner instead of later. This is a park-wide, and valley-wide planning process.

3. Best management of the unique natural resources and compatible visitor experiences in Grand Teton National Park-including Moose-Wilson road

corridor-will best serve the national public. We will all benefit. the economy of the surrounding community, including Jackson and Teton Village, is

dependent on the Park's remarkable and unique natural resources. U S taxpayers and visitors pay for the care of the National Park. NPS should not, need

not, bow to either local or state political pressures in order to further foster local economy and private profits.

4. Alternative D with its emphasis on recreational opportunities is inappropriate and incompatible within an ecosystem known for its global significance.

a. Ecological values damaged: As well documented in the report, the pathway causes extensive and irreparable fragmentation and destruction of habitat and

increases disturbance to wildlife. Both rare and popular grizzly bears and sage grouse would be affected negatively, and the risk to visitor safety increased

significantly. The recent construction of Route 22 pathway exemplifies the unacceptable amount of landform changes, hydrological disruption, soil

disturbance, vegetation removal, and underground and above ground infrastructure required for a safe pathway. Furthermore, the threat for invasion by

exotic species into this freshly disturbed corridor, regardless of BMP, is also great. Bicyclists have miles of new pathways elsewhere to enjoy.

b. Significantly more expensive both to construct (77% and maintain yearly (\$248,000 compared to Alternative C. Supporting bicycling, which is

essentially a recreational activity, with such an investment is inappropriate in context of Grand Teton National Park.

5. Budget: Both capital and ongoing operating expenses are substantial. Alternative C at \$24.4 M is the most feasible option compared to the others.

a. Most of the costs are related to road construction and, therefore, are eligible for Federal Highway Association funds. These are national public funds for a national public resource.

b. No private donor, or group of private sources, should influence the decision process, in particular the pathway. Any private donations should go through Grand Teton National Park Foundation with full transparency and this generosity should only enable, not influence, the implementation of this rationally devised plan.

c. BMP, monitoring, on-going research, and staffing are essential to the success of this plan. Make sure there is sufficient funding for each construction stage and new operations.

6. Road paving and speed limits:

a. Once the road is paved, I am very concerned about the parks ability to keep speeds down to proposed 20 MPH limit.

i. Enforcement will be essential.

ii. Add removable speed bumps that are bicycle safe for straight ways and other trouble spots.

iii. Striping around curves such as the road segment above the LSR visitor center may be necessary (but not elsewhere).

b. The reduction of dust and will increase vegetation health and add to aesthetic appeal. Narrowing and adding curves, as well as keeping vegetation close to the road (vs. cutting it back), are natural "traffic calming elements.

7. Bicycle use:

a. Numbers are likely to rise considerably once the road is fully paved and the route is inevitably promoted. On-going monitoring as indicated in the plan is

essential as is the calibration of numbers if they climb too high. Bicyclists should be counted as part of the traffic management restrictions. I agree with

prohibiting any group events/rides.

b. Restrict bicyclists time of access:

i. Do not allow bikes through when the road is closed for bears.

ii. When the road is closed to vehicles but passable to bicycles, limit hours to well before dusk or after dawn to prevent interference with wildlife

particularly elk, bears, mule deer, even owls.

iii. Prohibit bicyclists at night.... I have already seen headlamps on the Rte. 22 bikeway...unsafe for all.

8. Closing the road when bears or other wildlife are present is essential and is relatively quick, easy and efficient to put into place. Timely communications

announcing these closures need to be part of the plan to prevent visitor frustration. Additional ranger/volunteer presence is essential, as you indicate.

9. While I support the staff's professional judgment to keep the road alignment between Sawmill Ponds and Death Canyon Road, some more information

would be helpful. This appears to be a difficult decision: balancing the ecological benefits between the two very different habitats, the opportunities for safe

wildlife viewing experiences, and respect and protection of archaeological treasures. Are the benefits of staying the course truly sufficient compared to the

benefits outlined for alternate route through the sagebrush (without bike path)?

a. A more complete analysis of the road upgrade along the wetlands, particularly the engineering details, needs to be done before confirming this option: I

am concerned that in fact the changes would entail building up and widening the road bed thereby necessitating cuts into and reinforcement of the hillsides.

These changes would affect the connectivity to the surrounding area: limiting access for beaver (or other small wildlife) to the aspens and altering routes

for elk and moose. Also, you discuss removal of vegetation (I assume adjacent willow, hawthorns and other berry trees) to improve sight lines. Does this

reduce prime habitat of food and cover for moose and bear?

b. This extensive work introduces new opportunities for invasive exotics, regardless of BMP. Invasive exotics should be monitored for 5 not just 3 years on

this and all major projects. Soils contaminated with exotic seeds should not be reused.

c. Furthermore, the upgrade will increase opportunities to speed.

d. If the road reroute through the sage habitat is indeed better ecologically than upgrading the road in its current location, is there a way to respectfully and

conscientiously excavate the archeological site, thereby revealing its full cultural value and preserving the artifacts in a safe place? If so, what would be

involved and what would be the time frame?

e. The area just south of the current Sawmill Ponds Overlook has some significant vegetation to consider for any reconfiguration.

i. A mixed stand of very mature evergreens blend into the more common lodgepole pine and appears to serve as habitat and a connection between the

wetland across to the hillside to the west.

ii. I have also relatively frequently observed moose and bear moving through this nexus.

iii. The vernal pools slightly to the southwest are valuable for amphibians,

iv. A few stems of a plant species of concern-Tritelia grandijiora, as well as a large stand of Perideridia bolanderi are in close proximity.

10. Traffic management by limiting numbers is one of the most difficult aspects of the management proposal, but necessary for wildlife and visitor

experience:

a. The two alternatives of queuing or reservation are cumbersome and will require additional staff and technology to administer. And in some ways it may

attract more visitors as this special management emphasizes the uniqueness and desirability of the corridor. It would be helpful to indicate some model

systems to help the public understand this option. (Research model state and county park systems, beaches, as well as national parks.) If you can maintain a

high quality, unique experience once within the corridor, people won't mind the wait or inconvenience e.g. as in major museum exhibits, restaurants etc.

b. Thank you for using visitor numbers vs. the number of vehicles, as the visitation index to monitor regarding potential disturbance to wildlife and to

maintain high quality visitor experience on the trails and roadway.

c. Setting the number at 200 cars per hour is already being questioned. Thank you for including the rationale in Appendix A.

d. The conceptual plans show queuing lanes require significant pavement. Can plans for the footprint be refined to show more precisely what it might

entail, and be extended only as needed? Could the extra lanes be gravel or some pervious material vs. macadam?

e. The potential shift in use to the mornings and evenings when crepuscular animals are about, and in particular the straight-through traffic is a concern.

Monitoring should be part of the adaptive management planning. It will be essential to maintain whatever traffic management system is selected throughout

the seasons and day. For instance, fall evenings are now becoming heavily trafficked as visitors seek wildlife.

f. Dealing with the considerable amount of through traffic (5-6%) is a challenge-A longer term integrated plan of (small) shuttles for NPS and concession

employees going to/from the park, as well as for visitors to the park (vs. commercial and local commuters) needs to be developed sooner instead of later. A

service to drop off backcountry hikers may help keep some parking spaces open.

11. Visitor experience enhanced:

a. I appreciate the quiet, contemplative nature of the area (sense of discovery) and support the stated goal of Alternative C to provide this experience for

visitors to this portion of the park, in the ethic of Mr. Rockefeller. Solitude is a rare experience anywhere these days,

b. To this end, prohibit boating, rafting and floating of the waterways in this area e.g. Phelps Lake. I am seeing and hearing more of this activity, which is

inappropriate to the contemplative nature of the visitor experience. Sound carries far across the water, boats interfere with the wilderness view, and disturb

wildlife on the lake and shores. Also, there is a real possibility of introducing invasive aquatics with these watercrafts.

c. Added interpreters:

i. Human interpreters are still the most effective way of connecting visitors to nature, especially if the visitors are new to nature and wilderness.

ii. Well managed jams also provide educational opportunities. Your proposal of more staff is vital, but make sure they have extra training in interpretation

as well.

iii. Handouts, signs, etc. are ok, but not nearly as valuable. People don't know what they don't know. (Most survey respondents said they had enough

information).

d. Minimize signage-while this is addressed in the plan, I want to encourage minimal signage in the same vein as at LSR,

e. Add extra node or two for wildlife viewing? Sawmill Ponds overlook is an example where people can gather and observe wildlife safely. Seeing a

moose, bear, owl, especially with a shared telescope, elicits true delight. It often becomes a communal experience, with people sharing with others. It

would be great to develop one or two other such nodes with relatively predictable wildlife, ideally with an interpretive ranger or volunteers present. If so, I

think you could satisfy many visitors, and reduce the problems down the road (literally). A spot near the wetlands along the existing road (Alternative C),

or one location near the rim of the riparian wetland if this alternative route is chosen could serve this purpose.

f. Permitted guided tours by both private tour operators, and in future perhaps the park service, offers important interpretive opportunities. These quality

opportunities should continue to be allowed. Ideally, the park would provide more inexpensive options as well.

12. Entry points, parking, and facilities:

a. Agree with the entry for all visitors going both N and S entrance stations, and rerouting the .06-mile northern section to enhance the wildlife corridor to

the east. However, I am concerned about the amount of paving and visual impacts for queuing the vehicles in the open sagebrush habitat.

b. I support your limits on commercial activities, including taxis.

c. I support pulling back Death Canyon Road to White Grass Ranch. The number of 80 parking spaces seems like a lot, but I understand that the number of

parked cars is already 80 on peak days. I hope a truly rustic design, including gravel, will preserve some wildlife and aesthetic values. Monitor visitation in

the evenings during the elk rut, when bugling can often be heard from this location.

d. Winter skiing - As a local but not particularly strong skier, I appreciate northern section of Moose Wilson being plowed to the junction of Death Canyon

Road. However, I would be satisfied with plowing to Sawmill ponds, if it would help diminish backcountry disturbance to wildlife. I would like to see it

end at the Sawmill overlook, vs. Murie intersection because of the long grade up to the river bench a bit tricky skiing down, I also prefer that M-W and

Death Canyon Road not be groomed.

e. Pullouts - The number proposed to accommodate 120 cars (40-60 pull outs) seems excessive. Be very strategic in choosing locations to limit the number.

The damage to vegetation along the side of the road is due to wildlife viewing opportunities: If an animal is right there, drivers will stop or pull-off regardless.

13. Constructing safety edges along the full extent of the road seems unnecessary and obstructive.

a. This may seem like a minor concern; however, right now much of the road is more or less flush with the adjacent ground. This condition enables very

small creatures to navigate across the road without steep, smooth, surfaces which will also flush water in storms.

b. This treatment is an additional bit of construction expense and added materials, and may increase incentives for cars and bikes to pull off the road

outside of pullout. Other improvements of the road are already significantly increasing bicycle safety.

14. Vault Toilets: Strategically placed toilets help maintain sanitation and reduce trampling off trails, while providing necessary comfort.

a. Granite Canyon: Instead of placing one at Granite Canyon trail head which is a relatively small parking area surrounded by aspens and sage, consider

placing it south near the entrance station (and horse trailers)- -especially if cars will be queuing there and as the area is already relatively disturbed.

b. Death Canyon Road trailhead Certainly will need two or more.

c. In alternative D, a vault toilet is proposed at the Sawmill Ponds overlook. In any case this is unnecessary, as people will have opportunities at the main

visitor center, Menors Ferry or LSR. Also it will be difficult to situate one unobtrusively as the area near the large trees serve as habitat and corridor for

wildlife and vernal pools and wetlands are nearby. It will also attract unnecessary visitation to this sensitive wildlife area.

Again, I want to thank all those who have worked so diligently on this plan with full public input I look forward to seeing the final recommendation with details.

Sincerely,

Frances H. Clark

Wilson, WY

CC: Teton County Commissioners

Mayor and Town Council, Jackson

Correspondence ID:

2845 Project:48252 Document: 68894

Name:

Leddie, Colleen

Address:

Missoula, MT 59801

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,15,2015 00:00:00

Correspondence Type:

Letter

Correspondence: Attn Moose-Wilson Planning Team

PO Drawer 170

Moose, WY 83012-0170

Moose-Wilson Corridor Comprehensive Management Plan Analysis

Cc: David Vela, Superintendent

Grand Teton National Park, Moose, Wyoming

and/or

Daniel Noon, Chief of Planning and Environmental Compliance

5 December 2015

Dear Moose-Wilson Planning Team,

Increased human traffic in Grand Teton National Park and the greater Yellowstone area has induced controversy over how to manage and reduce traffic

along the Moose-Wilson Corridor. I think it wise of the National Park Service to put as much planning as possible into this environmental impact process

to determine how to best protect park resources and values into perpetuity.

This rural, narrow seven-mile stretch connecting Moose to Wilson provided access to numerous desired areas within Grand Teton National Park while also

providing a shortcut route for residents and visitors reaching destinations within and beyond the parks and most importantly serving as a prime wildlife

habitat for moose, deer, and bears. The small corridor in debate is creating issues as wildlife and human traffic once again cross paths. These issues require

management strategies that are in the process of being solved, hopefully without having to further alter or fragment already existing roads.

As an avid Grand Teton National Park and Yellowstone lover and enthusiast of all things wild, I am supportive of a draft plan that considers future use as

well as present appropriate opportunities for visitor use, experience, and enjoyment of the Moose-Wilson corridor, granted that all listed management

strategies are met as wisely as possible and do not take away or degrade from the rustic qualities that Grand Teton National Park fosters to visitors seeking

exceptional scenic and wildlife viewing opportunities.

As Grand Teton National Park issues its Preliminary Alternatives A through D, discussed in this letter for the Moose-Wilson Corridor Plan from the Draft

Environmental Impact Statement, the parks current controversy is sparked from the conflicts between people's interests and that of the wildlife that occupy

the Moose-Wilson corridor.

Whatever the debate, protecting this area from increased development needs to be the priority.

Whatever the decision, it is paramount not to damage the

park's unique rustic and rural aspects.

Best Regards,

Colleen Leddie

University of Montana

Wilderness and Civilization Program

Project Title: Envision of the future of the Moose-Wilson Corridor: Comprehensive Management
Plan and Management Alternatives

Correspondence ID:

2846 Project:48252 Document: 68894

Name:

Jones, Richard A

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,04,2016 00:00:00

Correspondence Type:

Letter

Correspondence: December 11, 2015

Grand Teton National Park

ATTN: Moose-Wilson Planning Team

PO Drawer 170

Moose, WY 83012-0170

Ladies and Gentlemen:

In the interests of those who must correlate all of the comments you receive, I will try to be concise.

General: As the number of park visitors continues to grow significantly, preservation of the important natural features of the park becomes an ever more

serious challenge to its administration and should be the paramount objective. Accordingly, please record my comments as (i) opposing pavement of the

road's unpaved section, adding a bike path, or permitting any commercial vehicular use, (ii) but supporting a one-way travel restriction to the Rockefeller

Preserve from the south entrance. Moving the north end of the road inside the entrance station will be a very worthwhile improvement.

Fen Restoration: A definite disappointment- -the preferred alternative would not move the road away from its present course that encroaches on the

wetlands west of the Murie Ranch. This section, where natural springs flow over and under the existing pavement, is one of the most beautiful natural

features of the park. Rerouting the pavement east onto the less sensitive alluvial plain would enable the fen to be completely restored to its natural beauty.

Phelps Lake Overlook: The view of Phelps Lake from the overlook on the Death Canyon trail is a favorite, currently accessible to the elderly, moderately

handicapped and visitors who come from lower elevations. Adding about a mile or so to the trail's length will effectively bar many of us from accessing

this beautiful viewpoint. Please reconsider closing the west section of the road to the Death Canyon trailhead.

Thank you for considering my comments.

Respectfully submitted,

Richard A. Jones

Correspondence ID:

2848 Project: 48252 Document: 68894

Name:

gonzalez, david a

Address:

brandon, FL 33510

United States of America

Outside Organization:

Unaffiliated Individual

Correspondence ID:

2849 Project: 48252 Document: 68894

Name:

Strum, Cathy A

Address:

Olympia, WA 98502

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,04,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Please come up with the best option to allow access to Teton while maintaining protective corridors for the wildlife. We are

approaching the teetering point in many parks, where the number of visitors is close to making it extremely difficult to do what the parks were created to

do- protect these beautiful places for future generations to enjoy. Plan C looked the best to me, so I'll voice my support for that one.

Correspondence ID:

2850 Project: 48252 Document: 68894

Name:

N/A, Robin

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,04,2016 21:45:38

Correspondence Type:

Web Form

Correspondence: I am for ALTERNATIVE C !

Please consider the following additions to make Alternative C better for the environment and park visitors:

Human Safety: Our community values lives. With two tragic deaths where cyclists were killed by inattentive, distracted drivers on road shoulders in

GTNP, we must discuss human safety so we can avoid more deaths or injuries. What price is a life lost to a preventable accident?

Transit: If the number of vehicles are the problem, then let's solve it with proven transit and human power. Investigate eco, green solutions like smart shuttles with bike racks.

Air Quality: Long lines of idling cars in a no-idle community all summer will cause air quality impacts over time. This was a big issue in Yellowstone with

snowmobiles. We want to encourage GTNP to rethink idling lines of cars at either end of the corridor waiting to get in.

Please enhance safety and protect the environment by including:

- 1) A separate pathway for safe public access outside of the car, and
- 2) Forward-thinking transportation solutions, like transit.

The preferred alternative does not adequately address human safety or environmental concerns in the Moose-Wilson Corridor, particularly with regard to

the safety of young children and vulnerable inexperienced cyclists.

I support continued safe access to the park for visitors who would like to see, experience and enjoy GTNP in a manner that intimately connects them to

their surroundings. Walking and biking are a quiet, non-polluting, low impact method for visiting the park. But visitors must be able to travel safely,

without the risk of being hurt or killed by a distracted driver.

So . . .I vote for plan C.

Thank you.

Diane M. Clark

Correspondence ID:

2853 Project:48252 Document: 68894

Name:

Olney, Dawn G

Address:

Prairie Village, KS 66207

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,05,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

My husband and I very much enjoy our national parks, and visit them often. We also value the environmental support these parks give wildlife.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2854 Project:48252 Document: 68894

Name:

Wyoming Field Office, Field Supervisor

Address:

Cheyenne, WY 82009

United States of America

Outside Organization:

U.S. Fish and Wildlife Service Federal Government

Affiliation:

OfficialRep

Received:

Dec,30,2015 00:00:00

Correspondence Type:

Letter

Correspondence: In Reply Refer To:

06E 13000-20 16-CPA-0027

Memorandum

To: Superintendent, National Park Service, Grand Teton National Park, Moose, Wyoming

From: Field Supervisor, U.S. Fish and Wildlife Service, Wyoming Field Office, Cheyenne, Wyoming

Subject: Moose-Wilson Corridor Draft Comprehensive Management Plan/Environmental Impact Statement Project

Thank you for your email dated September 14, 2015, providing the U.S. Fish and Wildlife Service (Service) the opportunity to comment on the Moose-

Wilson Corridor Draft Comprehensive Management Plan/Environmental Impact Statement (DEIS). The Service is providing comments on the DEIS

pursuant to section 7(a)(2) of the Endangered Species Act of 1973 (ESA), as amended, 16 U.S.C. 1531 et seq. We are also providing recommendations

concerning migratory birds in accordance with the Migratory Bird Treaty Act (MBTA), 16 U.S.C. 703, and the Bald and Golden Eagle Protection Act

(Eagle Act), 16 U.S.C. 668. The

DEIS analyzes four alternatives that consider realignment of the Moose-Wilson Road, reconstruction and paving of portions of the Moose-Wilson Road,

and changes along the Moose-Wilson road to address traffic congestion (Project). This Project is located within the Grand Teton National Park (Park) in

Moose, Wyoming. The DEIS analyzes the following:

- Realignment of the northernmost 0.6-mile section of the Moose-Wilson Road to address wildlife habitat connectivity and operational issues. The

segment between the Sawmill Ponds Overlook and the Death Canyon Road junction would be retained in its existing alignment. The portion of the road

adjacent to wetlands would be reconstructed to correct drainage issues and improve road conditions.

- Reconstruct and pave the existing, unpaved portion of the Moose-Wilson Road, retaining the approximate current alignment of the road. The width of

this newly paved road segment would be narrowed for consistency with the existing paved portions of the road.

- Increases in traffic and volume-related congestion will be addressed by limiting the number of vehicles entering the corridor at any one time during

peak use periods through timed sequencing techniques. Queuing lanes will be constructed on the north and south ends of the corridor.

- The speed limit will be reduced to 20 miles per hour to improve bicyclist safety.

- The Death Canyon Trailhead will be relocated to the current end of the pavement on the existing access road (i.e., near the junction with White Grass

Road). A parking area would be constructed to accommodate for approximately 80 to 90 vehicles (based on the current parking demand). The existing 1.0-

mile unpaved portion of the trailhead access road would be converted to a trail.

The Service provides the following comments on the DEIS:

Page 24- -The western distinct population segment (DPS) of the yellow-billed cuckoo (*Coccyzus americanus*) was an impact topic considered but

dismissed from detailed analysis in the DEIS. The Project area lies within the boundary of the DPS, and a confirmed observation of the yellow-billed

cuckoo occurred along the eastern boundary of the Park in 2000. Most yellow-billed cuckoo breeding sites occur below 6,000 feet, but some cuckoos may

nest at or above 7,000 feet; therefore, yellow-billed cuckoos could occur in the riparian habitats of the Project area. Avian surveys have occurred along the

eastern boundary of the Park, but the Service recommends the Environmental Impact Statement (EIS) describe any avian surveys that have occurred in or

near the Project area. In addition, because the Project area occurs within the DPS boundary, we recommend the EIS provide more information concerning

the effects this Project may have on potential yellow-billed cuckoo habitat. Also, we recommend continuing survey efforts for the yellow-billed cuckoo to

determine whether the yellow-billed cuckoo may be found within the Park for this and future projects.

Page 50-In the Park Preferred Alternative, Alternative C, the speed limit along Moose-Wilson Road will be reduced to 20 mph to improve safety for motor

vehicles, bicyclists, and wildlife. This would be achieved through management actions such as proactive education at entrances, signage, and enforcement

techniques. The Service supports reducing the speed limit along this corridor. Page 329 of the DEIS indicates that an interpretive wayside exhibit is

maintained, but the DEIS did not describe the information included in this exhibit or where the signage will be placed. If not part of the signage, the

Service recommends the Park provide "bear aware" information on recreating safely in black and grizzly bear habitat to reinforce messaging the Park

provides at entrances to the Park. In addition, staffed interpretation at the Laurence S. Rockefeller Preserve could include bear identification and safety

information in interpretive talks to visitors if this is not already being done.

Page 114- -There will be periodic brushing or thinning of adjacent roadside ground vegetation, especially fruit-bearing shrubs, to minimize human-bear

interactions. The Service agrees that this measure will minimize black bear and grizzly bear surprise encounters and should keep visitors from approaching

grizzly bears and black bears at unsafe distances from roadway sightings. The Service understands that there are several areas with fruit-bearing shrubs

within the Project area; however, food sources are not consistent year to year for production of berries for the bears. Because it would be unfortunate to

lose this potentially abundant resource, the Service recommends the Park include fruit-bearing shrubs in their vegetation reclamation plans to minimize the

loss of this important food source for the bears. The Service supports the Park's practice of closing portions of the Moose-Wilson Corridor during periods

of high-berry production (DEIS, p. 293) to prevent human/bear conflicts.

In addition, the Service encourages the Park to conduct these brush and thinning activities outside of the migratory bird nesting and brood rearing time

periods, otherwise these activities could kill adults, nestlings, and eggs. The impacts from these activities could be prevented with careful planning and

limiting these activities to time periods outside of the migratory bird nesting and brood rearing seasons.

Page 197-The Project area is within the home range of the Lower Gros Ventre wolf pack. The DEIS indicates that the pack has a den and rendezvous site

within the Project area and uses the Moose-Wilson Corridor for hunting and as a travel corridor. Page 382 states, "If a wolf den or rendezvous site were

established in the Project area, the implementation of a seasonal 1-mile closure around the site, as stated in the mitigation measures section, would be

expected to avoid impacts." The statement on page 382 is unclear whether a seasonal closure will be implemented even though page 197 clearly states the

Lower Gras Ventre wolf pack hunts, dens, and moves within the Project area. This information should be reconciled to provide an accurate assessment of

impacts of Project implementation for each of the alternatives in Chapter 4.

Page 293-Big game, particularly elk, are struck by vehicles along the Moose-Wilson Corridor. Because road kill is a potential source of food for grizzly

bears and gray wolves that puts scavenging bears and wolves at risk of vehicle collisions, the Service recommends the Park move the carcasses to a safe

distance from the roadway. This will allow a potential food source to still be available and possibly prevent human/grizzly bear conflicts. The Park may

already be doing this practice; however, this practice was not mentioned in the DEIS.

Page 297-Signage along the roadway is often obscured by vegetation or has inconsistent or unclear language that may not be understood by visitors. Also,

pedestrian crossing, Lake Creek Bridge, and some curves are also signed, but there are generally few advanced warning signs. Minimal signage contributes

to a more rustic nature of the corridor; however, the Service believes signage concerning wildlife crossing or warning visitors of predator occurrences

should maintain visual acuity, helping to remind bicyclists and motorists that surprise encounters may occur, thus preventing unnecessary conflicts.

We appreciate your efforts to ensure the conservation of endangered, threatened, and candidate species and migratory birds. If you have questions

regarding this letter or your responsibilities under the ESA or other authorities or resources described above, please contact our office at the letterhead

address or phone Lisa Solberg Schwab at (307) 367-5340.

cc: NPS, Grand Teton National Park, Wildlife Biologist, Moose, WY (J. Stephenson) (John_a_stephenson@nps.gov)

WGFD, Statewide Non-Game Bird and Mammal Program Supervisor, Lander, WY (Z. Walker) (zack.walker@wyo.gov)

WGFD, Statewide Habitat Protection Coordinator, Cheyenne, WY (M. Flanderka) (mary.flanderka@wyo.gov)

WGFD, Habitat Protection Secretary, Cheyenne, WY (N. Stange) (nancy.stange@wyo.gov)

Correspondence ID:

2855 Project: 48252 Document: 68894

Name:

Flinch, Hans

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,06,2016 10:06:00

Correspondence Type:

Web Form

Correspondence: Thank you for the transparent evaluation process. I would encourage the park to eliminate the "cap" on number of vehicles that can

enter the Moose Wilson road area and instead limit vehicle through providing incentives for using alternative transportation ie expand the pathways so that

bikes and pedestrians are more likely to use the corridor. Also, please explore setting up a bus system that takes people from the town of Jackson to the

Moose Wilson corridor and back. Alternative transit has been proven to reduce traffic congestion and this would be a simple way to reduce the number of cars on the road.

Thank you.

Correspondence ID:

2856 Project:48252 Document: 68894

Name:

Kennedy, John

Address:

Cheyenne, WY 82006

United States of America

Outside Organization:

Wyoming Game and Fish Department State Government

Affiliation:

OfficialRep

Received:

Jan,06,2016 00:00:00

Correspondence Type:

Letter

Correspondence: December 28, 2015

WER 13319.00b

National Park Service

Moose-Wilson Corridor

Comprehensive Management Plan

Draft Environmental Impact Statement

Grand Teton National Park, Wyoming

Grand Teton National Park

ATTN: Moose-Wilson Planning Team

P.O. Drawer 170

Moose, WY 83012-0170

Dear Sir/Madam:

The staff of the Wyoming Game and Fish Department has reviewed the Draft Environmental Impact Statement for the Moose-Wilson Corridor

Comprehensive Management Plan in Grand Teton National Park, Wyoming. We offer the following comments for your consideration.

The Draft Environmental Impact Statement has addressed our terrestrial and aquatic concerns outlined in the Department's scoping comments. We have no additional aquatic concerns.

Thank you for the opportunity to comment. If you have any questions or concerns, please contact Mary Flanderka, Habitat Protection Coordinator, 307-

777-4587.

Sincerely,

John Kennedy

Deputy Director

JK/mf/ns

cc: USFWS

Chris Wichmann, Wyoming Department of Agriculture, Cheyenne

Rob Gipson, WGFD, Jackson Region

Doug Brimeyer, WGFD, Jackson Region

Aly Courtemanch, WGFD, Jackson Region

Jessica Crowder, Governor's Policy Office

Jerimiah Rieman, Governor's Policy Office

Dear Planning Team:

WYDOT appreciates being a cooperating partner in this project and respect the NPS's goals and mission in managing its resources. The following comments are from a traffic and transportation planning perspective providing guidance and constructive recommendations regarding the assertions and statements presented in the plan. These recommendations below should be considered as necessary to support the requirements and criteria in the evaluation and subsequent selection of the preferred alternative and be considered for further development of the project.

General Initial Thoughts

Parking Strategies/Queuing/Traffic Operations

- Utilize existing and/or create new parking lots. May need to consider sharing parking with private facilities such as grocery stores, restaurants, and

recreational facilities outside the park. As an example: "Cell phone" lots- with wait times displayed on digital sign for next park visitor at Teton Village.

- Anticipate improvements will extend outside the park boundaries, for queuing at the Granite Station. Queuing is a function of the service rate and

arrival rate at the Granite Station. A right turn lane, extended beyond the traffic queue, at Range Road should be included in the mitigation measures.

Current and future vehicle queues are expected to extend beyond the park boundaries for each alternative. May need to consider performing a vehicle

queuing analysis of existing conditions and each alternative at each horizon year and built-out design year.

- May need to consider performing traffic growth projections internal and external to the park. It is anticipated that traffic volumes will continue to grow

from outside the park, regardless of the Moose-Wilson management plan strategies. As necessary, for each horizon year and for each alternative, may need

to project traffic volumes along the corridor to establish AM and PM peak hour, turning movements, and average daily traffic volumes, vehicle

classification data, peak hour factor, and other project specific data.

- May need to consider performing traffic operational analyses using the latest Highway Capacity Manual (HCM) for each horizon year (existing, 20

years and beyond ... etc.) and each alternative. Traffic patterns of the entire corridor, entrance points to the park, and major intersections along the route,

and verify the distribution of vehicle movements. Or provide justification that an operational analysis is not applicable for this type of route.

- User created parking just outside the Granite Station currently occurs on Range Road. Visitors are observed unloading; preparing to enter the park via

bicycle and horseback. May need to analyze and mitigate this activity.

- Assume NPS is required to follow the USDOT, FHWA, MUTCD, and state code. According to each, speed limits cannot be arbitrarily changed; an

engineering study is required to make adjustments for enforceable posted speed limits. Reduced speeds may increase incidents and increase speed

variations between motorists who are reasonably adjusting to the roadway conditions and with others who will drive with the artificially set posted speed

limit. Drivers at slower speeds are not as alert or as sharp as compared to motorists who are driving at the operational speeds the geometries and the

roadside environment of the roadway would allow. Reduced speeds do not necessarily improve safety; studies have found no direct correlation with

vehicle, bicycle, or wildlife. See recent study performed by the State of Colorado,

<https://www.codot.gov/news/2014-news-releases/12-2014/cdot-removing-wildlife-zones-signslowered->

nighttime-speed-limits. Instead of reducing posted speeds, may consider traffic calming measures contained in the following link.

http://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

- May want to consider providing a decision matrix to weigh the pros, cons, and relative overall benefits between each alternative.

- Please provide potential locations of alert (ITS) devices located outside of the park's boundaries. These device locations along WYO 390 and/or WYO

22 will need to get into an agreement with WYDOT and all costs to provide, install, and maintain the devices will be the responsibility of the NPS.

Chapter 1: Purpose and Need

- Page 22: Regional Transportation - Disagree with statement "Issues and Concerns Considered but not Addressed". Due to limited regional

transportation options, the Moose-Wilson corridor planning process will directly impact the regional transportation grid. Plans regionally need to be

addressed in this study. Issues and Actions taken inside the park will directly affect regional transportation leading up to the park.

Chapter 2: Alternatives (A, B, C, D)

- Page 37: Management Topics - May need to consider adding Pedestrian/Hiking Use and Americans with Disabilities Act (ADA). May need to

reorganize between motorized and nonmotorized uses.

- Pages 39, 55, 63: Horse Use - Horse trailer parking currently occurs outside the park boundaries south of the Granite Station on Range Road. May need

to identify, analyze, and mitigate this activity.

- Pages 43, 51, 59: Traffic Management along Moose-Wilson Road - Consider providing more specific details on location(s) and types of alerts (ITS

devices).

- Conceptual Plans - South Entrance - In addition to partnering with the county include WYDOT on pathway, parking/maintenance issues on Range

Road, and traffic queue operational analysis. May need to consider providing turnout for snow plows near Granite Station. Check spelling of "questing" in

Alternative D. May need to consider maintaining the pathway on west side of Moose-Wilson Road to minimize conflicts with crossing points with

vehicles. May need to consider adding dual ranger stations at each northern and southern entrance to handle the dual queue-lanes. It is unclear in the study

and conceptual plans that the Granite Station will be relocated north to minimize the queuing outside park boundaries.

Chapter 3: Affected Environment, Traffic and Transportation

- Page 294: Traffic and Transportation Topics - May need to consider adding Traffic Volume Projections and Traffic Operational Analysis internal and

- Page 300: Traffic Mix - May need to consider including discussion on other modes of transportation such as, Pedestrian/Hiker and Horse use.

- Page 301: Table 16. Average Daily Vehicle Use Level -The table shows annual increase in traffic volumes, whereas WYDOT's Vehicle Miles Book

depicts a decrease in traffic volumes near the north end of WYO 390. Please explain.

- Pages 303, 304- Delete duplicate paragraph. "Moose-Wilson Road provides access to did not intend to visit the park at all. (Newman et al. 2015)."

- Page 305 - Traffic Safety Conditions - May want to consider analyzing crash rate based on number of crashes per year per 100 million vehicle-miles

traveled. This will provide a comparative analysis of similar type routes. See link http://safety.fhwa.dot.gov/local/ruralltraining/fhwasa1109/app_c.cfm.

Crash Rate= Total# Crashes* 100.000.000

AADT * 365 *#Years* Length in miles

Also may want to consider <http://www.highwaysafetymanual.org/Pages/default.aspx> for information on quantifying and evaluating highway safety

performance using the Highway Safety Manual.

- Pages 306, 307 - May want to consider providing crash data distributed by year for wildlife, crash severity, and collision type.
- Page 307: Parking Conditions - May want to consider providing discussion on the user-created parking on Range Road south of the Granite Station.

Chapter 4: Environmental Consequences, Traffic and Transportation (A, B, C, D)

- Page 570 - May need to consider adding the following topics Traffic Volume Projections and Traffic Operational Analysis internal and external to the

park, to support and confirm the assertions made in this chapter. Or provide written justification in the report that this information and analysis are not

applicable to this study. Besides Level-of-service from the Highway Capacity Manual, other performance measures may include speed, volume-to-capacity

ratios, travel time, percent time following, vehicle miles, or vehicle hours.

- Pages 570, 573, 577, 581 - Vehicular Access - May want to consider quantifying the corridor visitation and vehicular traffic volumes, and may want to

consider performing traffic operational capacity analysis to address ripple affect congestion along Moose-Wilson Road, Highway 26/89/191, WYO 390,

Teton Park Road, and other alternate adjacent roadways. May need to explain or describe in more detail the use of "congested" stated throughout the report.

May want to consider performing vehicle queuing analyses at each horizon year and built-out design year at each entrance station to confirm the

assumptions made on wait times and number of vehicles waiting, and to determine the length in feet, number of queuing lanes, and impacts to local roads

and intersections.

- Pages 571, 573, 578, 582 -Traffic Mix- May need to consider quantifying traffic mix and traffic volume for each alternative at each horizon year and

built-out design year along the route, at entrance points, at major intersections, and other adjacent roadways to support and confirm the assumptions made

on traffic composition.

- Pages 571, 574, 578, 582 - Traffic Volumes - May need to consider quantifying the expected traffic increases and may need to consider performing

traffic operational capacity analysis at each horizon year and at built-out design year to identify congestion issues along the route, at entrance points, at

major intersections, and other adjacent roadways to support and confirm the assumptions made on traffic flow. May need to explain or describe in more

detail the use of "congested" stated throughout the report.

- Pages 571, 574, 579, 583 - Traffic Safety Conditions - May need to consider quantifying the anticipated future traffic volumes for each horizon year

and built-out design year along the route, at entrance points, at major intersections, and other adjacent roadways. Confirm statement and provide design

dimensions and reference that a "safety edge" will minimize bicycle run-off-the road incidents. Please reference or explain statement that "the potential for

interactions between cyclists and wildlife" would increase with a separated pathway.

- Pages 572, 574, 580, 584 - Parking Conditions - May need to consider quantifying the anticipated future traffic volumes and may need to consider

performing traffic operational capacity analysis on impeded traffic flow and congestion along the corridor at parking lots and turnouts at each horizon year

and at built-out design year to support and confirm the assumptions made on traffic flow. ITE's Parking Generation, 4th Edition may assist in the analysis

of parking demands and to determine parking requirements. Explain in detail the impeded traffic flow and congestion stated in the study.

- Pages 572, 576, 580, 584 - Cumulative Impacts - May need to consider quantifying the traffic volumes and may need to consider performing traffic

operational capacity analysis in the corridor for each horizon year and built-out design year along the route, at entrance points, at major intersections, other

adjacent roadways, at parking lots, and turnouts to support and confirm the assumptions made on traffic flow and congestion.

- Pages 572, 576, 581, 584 - Conclusion - May need to consider quantifying the expected increases in visitation to the corridor and may need to consider

performing traffic operational capacity analysis on congestion in the corridor for each horizon year and built-out design year along the route, at entrance

points, at major intersections, at parking lots, turnouts, and adjacent roadways to determine the magnitude of the impact and identify mitigation measures as

deemed appropriate for each alternative.

Thank you again for the opportunity to comment. If you have any questions or concerns please contact me or Darin Kaufman at 307-352-3000.

Sincerely,

Keith Compton, P.E.

District Engineer

Cc: File

Bill Panos, Interim Director, WYDOT, Cheyenne

Gregg Fredrick, P.E. Chief Engineer, WYDOT, Cheyenne

Bob Hammond, P.E., Resident Engineer, WYDOT, Jackson

Darin D. Kaufman, P.E., PTOE, District Traffic Engineer, Rock Springs

Jessica Crowder, Policy Advisor, Office of Governor Matt Mead, 2323 Carey Ave, Cheyenne, WY 82002

Correspondence ID:

2858 Project:48252 Document: 68894

Name:

Price, Brittany

Address:

Huntington Beach, CA 92647

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,06,2016 13:12:37

Correspondence Type:

Web Form

Correspondence: I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the

National Park System, I believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you

choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Correspondence ID:

2861 Project:48252 Document: 68894

Name:

Lurie, Sue

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Dec,30,2015 00:00:00

Correspondence Type:

Letter

Correspondence: December 17, 2015

To the Board of County Commissioners:

1. Any new transit use in the corridor must be managed as a concession by the National Park Service, under National Park Service rules for

concessionaires. The National Park Service will continue to monitor the corridor and must be allowed to make future decisions on use limits, as it does

with the rest of its concessionaires. The National Park Service is the only appropriate authority to gauge and respond to corridor resource and management

needs.

2. Acknowledge that conditions have changed since the 2007 Grand Teton National Park Transportation Plan, thereby requiring the National Park Service

to reevaluate what is allowable. Since 2007, more current studies have revealed that the corridor is being used more heavily by wildlife and has become

more important habitat for those species. Just as the county has recognized the need to update its comprehensive land use plan due to changing conditions

and new data, it is important to acknowledge the need for Grand Teton National Park to update what is allowable in the corridor-which precludes, among

other things, a separated pathway consistent with changed conditions and new data in order to meet its statutory and administrative obligations. This is the

essence of adaptive management which, as discussed during the December 16,2015 meeting, the commissioners requested that Grand Teton National Park

use as a management strategy for the corridor.

3. Respect and support the National Park Service planning process, just as you would expect the National Park Service to respect your planning processes

and authorities. The National Park Service has conducted a thorough, transparent, and well researched process to arrive at the draft decision to adopt

Alternative C. In your capacity as a cooperating entity, I urge you to support the National Park Service and Grand Teton National Park for their process and

decision. The National Park Service understands its own obligations and objectives better than any of its cooperating partners. Please keep in mind what

you would want from the park as a cooperating entity in a planning process in which county commissioners would have the greatest amount of knowledge

and authority for land under their jurisdiction. In that regard, act accordingly with respect to National Park Service recommendations for the corridor.

4. The commissioners need to speak for everyone in the county. Most of the unrelenting pressure for the National Park Service to alter its decision with respect to its choice of Alternative C comes from private and narrowly focused special interests. Beyond those special interests, residents throughout Teton County have expressed support for the National Park Service planning process and draft decision as it now stands. Please keep in mind the commissioners' obligations to represent all residents' interests.

Thank you,

Sue Lurie

cc: Jackson Town Council; Grand Teton National Park

Correspondence ID: 2862 Project:48252 Document: 68894

Name: Hopkins, Mary

Address: Cheyenne, WY 82002

United States of America

Outside Organization: Wyoming State Historic Preservation Office State Government

Affiliation: OfficialRep

Received: Jan,05,2016 00:00:00

Correspondence Type: Letter

Correspondence: December 15, 2015

Grand Teton National Park

ATTN: Moose-Wilson Planning Team

P.O. Drawer 170

Moose, WY 83012-0170

re: Moose-Wilson Corridor Draft Comprehensive Management Plan/Environmental Impact
Statement (SHPO File # 0214ECK006)

Dear Moose-Wilson Planning Team:

Thank you for consulting with the Wyoming State Historic Preservation Office (SHPO) regarding the
above referenced Draft Comprehensive Management
Plan/Environmental Impact Statement.

We agree that implementation of Alternatives B, C, and D will result in adverse effects to historic
properties. We further agree that Alternative C would
have the fewest adverse effects.

However, we do not agree with the statements made regarding the affects to criterion D sites under
Alternatives B and C. In the conclusions sections in
reference to archaeological sites for these alternatives it is stated, in part, that;

"The exceptional informational potential retained by these sites in their current conditions would be
permanently lost."

If adverse effects are to occur to these resources, the data potential of these sites would not be lost
permanently, but the data would be retrieved through

archaeological methods and implementation of an approved data recovery plan. This data recovery
effort would serve to resolve the adverse effects. The

terms of this data recovery plan would need to be developed through consultation with consulting
parties and formalized in a Memorandum of Agreement.

Please refer to SHPO project #0214ECK006 on any future correspondence regarding this undertaking. If
you have any questions, please contact me at 3 07-

777-6311.

Sincerely,

Mary Hopkins

State Historic Preservation Officer

Correspondence ID:

2863 Project: 48252 Document: 68894

Name:

Ferguson, Jean

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,04,2016 00:00:00

Correspondence Type:

Letter

Correspondence: To: Grand Teton National Park

Att: Moose-Wilson Planning Team

We support the Plan C which you have proposed after much analysis and input from the public. We attended the open house and the presentation to the

county commissioners which were both very informative. I was the person concerned about Map Quest sending visitors through Moose-Wilson as a

connector from airport to hotels. Obviously the Mountain Resort is not bothering to contact map companies & GPS sites so the congestion will increase

pressure to further widen and develop the road. Perhaps your office could work on that aspect. I think it is a large part of the summer madness.

Please stand firm against pressure & offers of money from special interests.

Your park and this road needs you to protect it from becoming a biking Disneyland. We can send bikers to other parts of the park and tourists to the real

Disneyland in Calif.

Thanks for your hard work protecting this historic and natural little road and animals there.

Jean Ferguson

Correspondence ID:

2864 Project:48252 Document: 68894

Name:

Bullinger, Brooke

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,04,2016 00:00:00

Correspondence Type:

Letter

Correspondence: Re: Moose-Wilson Road Corridor -

Ecological Treasure

To quote "the richest, the most sensitive, and the most deserving of protection:"

Your duty is stewardship - for this outstanding natural area.

Preserve it for future generations; not cave into local wants and self-interest groups.

It is not a transportation corridor; must consider cumulative impacts - habitat fragmentation and radial disturbance. Disturbance of animals cause flight and

a resulting energy recovery rate.

Maintenance Costs

Remember bike paths are not really green - there 56 bikes on cars for every 8.7 persons on a bike.

Disregard orchestrated lobbyists.

Sincerely,

Brooke Bullinger

41 year resident

Correspondence ID:

2865 Project:48252 Document: 68894

Name:

Wetterberg, Victor P

Address:

Grand Junction, CO 81501

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,04,2016 00:00:00

Correspondence Type:

Letter

Correspondence: December 14, 2015

Grand Teton National Park

ATTN: Moose-Wilson Planning Team

P.O. Drawer 170

Moose, WY 83012-0170

RE: Moose-Wilson Draft Comprehensive Management Plan/Environmental Impact Statement

To Whom It May Concern:

Below are my comments regarding the proposed comprehensive management plan/environmental impact statement.

I'm against alternative A due to the increase of tourism in the national park system. I don't know if this proposed environmental impact statement is due to

increase tourism at Grand Teton National Park or every few years review by management at Grand Teton National Park.

In my opinion, alternatives B through D are very similar. However, my preference would be for alternative D. My only concern if alternative D is selected

by Grand Teton National Park management is that people are not double charged for entrance fees when entering the national park at Granite Canyon

entrance station and again at Moose entrance station.

Sincerely,

Victor P. Wetterberg

Correspondence ID:

2866 Project: 48252 Document: 68894

Name:

Riddell, Lee

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,04,2016 00:00:00

Correspondence Type:

Letter

Correspondence: 29 DECEMBER 2015

ATTN: MOOSE-WILSON PLANNING TEAM

GRAND TETON NATIONAL PARK

PO DRAWER 170

MOOSE, WY 83012

Dear Moose-Wilson Planning Team,

I am writing in total support of your choice of Preferred Alternative C for the Moose-Wilson corridor in Grand Teton National Park.

I am in support of your idea to limit traffic to 200 vehicles at a time on the road. Like at the LSR Preserve I believe the quality of the experience of visitors

is more important than the quality of people allowed wherever and whenever we want to go anywhere.

I am against any form of bike path in this corridor.

I am for wildlife.

Thank you for your consideration,

Lee Riddell

" Re-vamping the Death Canyon Parking areas

" Maintaining safe horse crossing points

" Improving the unpaved southern road segment

We are disappointed that the Draft does not acknowledge the character of the horse user experience in the broader corridor area. Since we do not ride on

the M-W Road, we do not overlap with the cyclists or vehicles. And with the hikers, we overlap only on the main Granite Canyon, Death Canyon, Valley

and Phelps Lake Shoreline trails. However we, and the guest ranch riders, are the primary users of everywhere else natural in this corridor. In the Draft,

horse use is considered almost solely in terms of the various trailer parking options.

Reaction to Each of the M-W Road Corridor Draft Plan's Individual Alternatives From the Perspective of the Recreational Equestrians

1. Alternative A (No Action) would be acceptable to the recreational equestrians

Selfishly, the current status quo does work well for horses, since we do not use the M-W roadbed and we are not impacted by the peak traffic problems or

the wildlife 'jams'. The likely lowering of the speed limit and

the new horse crossing signs allay our crossing safety concerns.

Looking at the current recognized horse trails map (page 42), we were glad that the very important northern end trails were recognized:

" From the old JY northwest back gate to White Grass and to the M-W Road

" From the Sawmill Ponds Overlook to Sky Ranch and to White Grass

We also appreciate the recognition of the trails coming from the RLazyS access road into the main trail network.

We do note that two of our current road crossings were left off of the map:

" The Bear Paw trail junction crossing is the only way to go from the north end of upper Poker Flats to the lower Poker Flats network. This crossing does

now have the "Horse Crossing" warning sign.

" The crossing at the LSR Preserve entrance is the access to the old JY service road that connects to Wister Draw and Phelps Lake as well as the JY back

gate trails ... and this crossing is just north of a blind curve on the M-W Road.

If taken literally, Alternative A would also preclude any further reduction of the currently used horse trail network and road crossings, and this we would perceive as an important benefit.

2. Alternative B (M-W Corridor as a Destination) would not be acceptable to the recreational equestrians

We support the underlying 'corridor as a destination' concept, but your key implementation elements are problematic for us:

" Closing the Sawmill Pond parking area to horse trailers and removing the horse trails coming from Sawmill Pond to Sky Ranch and White Grass would

be a major forfeiture for the equestrians

" We feel that queuing the peak traffic at the outer ends is a much better approach than in a complicated middle blocking gate which would have to be ranger-managed.

We also disagree with realigning the short southern segment, not so much for the equestrians but for the visitors, since this is the primary stretch for

viewing wildlife. Realigning to the stretch of meadows from the Bettys to Sawmill Ponds yields a much less rich experience, and we fear there will be

significant user-originated trails from this new roadbed west back to the beaver ponds and east to the banks of the Snake. Basically this realignment seems

to be a default traffic management approach.

We do support concentrating the Death Canyon Trail parking near the White Grass Ranch. This will promote more visitations to this restored historical

site. It will keep the horse access and hiker access to White Grass separated. We would hope that the possible hiking loop on the horse trails to the JY and

through Wister Draw to Phelps Lake and then back via the Valley Trail would not be publicized.

We do think that the visitors can be encouraged to think of the corridor as a 'destination' experience with tailored education, maps, and other handouts at the

gates covering key interest natural and historical sites, viewscapes, trail options, wildlife notes and how to act in a possible wildlife jam. A pull-out area

could be provided beyond the entry gate. This would improve the mindset and experience of the visitors at the outset and improve safety, traffic

management, and an informed respect along the corridor. Today we see many confused tourists pulling into the Poker Flats trailer area to study the maps

they have just received.

3. Alternative C (Balanced Values) would be the preferred alternative to the recreational equestrians with some adjustments

We agree that this is the best of the three alternatives:

1) The lowered speed limit is the primary advantage to us. We wish it were even lower, say 15 mph, through the LSRP.

2) It maintains our existing trails and crossings, assuming that GTNP recognizes the importance of each of the northern area trails and crossings now listed.

" Unlike the case in Poker Flats, there are no redundancies in the northern trail network.

" Re-stating our earlier comments, the Bear Paw trail junction crossing and the LSR Preserve crossing both

need to be recognized and with appropriate signage.

3) It maintains three trailer parking areas although we would prefer the general Death Canyon Trailhead parking be located nearer to White Grass. With

the Barker inholding having shifted to the Park, there will be more horse travel coming from the old RLazyS along the telephone line ridge and then up the

Barker driveway to both the White Grass and the Phelps Lake trails.

" The trailer parking need at the Death Canyon junction will be small; the current space should continue to work well, but this is an area where it would be

beneficial to separate trailers from the general vehicle parking

" We are not particularly concerned about the loss of Granite Canyon lot parking if the Poker Flats lot is upgraded, possibly with short overflow shoulder areas.

4) It does not realign the short southern segment, which therefore protects the meadows between the river and the road. We do support the realignment of

the northern road segment

5) While we would not be trailering on the currently unpaved segment, we think that its paving would benefit the general traffic flow and overall driver

attention to peripheral scenery as well as to the two horse crossing points

6) For peak time traffic control, queuing traffic at the ends creates far fewer problems than queuing in the middle.

" Since horse trailers are not thru-traffic, we would hope to have some expedited status at the south gate.

" Approaching from the south, we would appear to have the continuing option to park on the shoulder of the

RlazyS entry road.

Overall, except for the potential queuing delays at peak season, Alternative C will have little impact on current horse usage and potentially offers better

road crossing safety.

4. Alternative D (Integrated with broader system plus an added multi-use trail) would not be acceptable to the recreational equestrians

The creation of the separate multi-user path as described is exceptionally unfavorable for the recreational horse users.

While we previously supported a narrow, safety-oriented path adjunct to the M-W Road north and south of the LSRP, the proposed major separated

pathway no longer has our approval:

" The possible safety issue is satisfied by the lower speed limits and the very low incident rate of cyclist accidents

" This trail will both draw users from the existing GTNP path, creating a parallel traffic stream for the wildlife transit. We anticipate a much higher cyclist

volume than the historical average.

" It also establishes a 30-mile designated loop from town for the cyclists wanting a 1% hour athletic training experience as opposed to a focus on the

surroundings ... and this non-park oriented, concentrated focus adds to the danger for horse crossings as well as the crossing wildlife.

Equally important, a supplemental path is forced to loop around the LSRP which will impact the current horse trails and probably the mid-meadow

wildlife.

" This is the primary trail segment that the horses now use to go through the hay meadows in the middle third of Poker Flats and also to get to the northern

corridor trail networks. The cyclists and horses will be pinched together at the M-W Road junction near the LSRP entrance

" We already see frequent cyclist and motorcycle poaching coming off the M-W Road via the Cheney Highway going to and onto the Levee Road. The

Cheney roadbed crosses almost all of the north/south trails in lower Poker Flats. Thus we feel that this added loop will facilitate increased cyclist trail-

poaching throughout the lower Poker Flats trails network

" Whereas the elk, moose and black bears appear relatively unconcerned with the current recreational and guest ranch horse traffic in the lower Poker Flats

trails, we feel that added a steady flow of cyclist and hikers will substantially change the grazing patterns of these animals, forcing their relocation.

Summary Recommendations From the Recreational Equestrian Viewpoint

1) Proceed with the overall approach of the GTNP-Preferred Alternative C, particularly lowering the speed limit and controlling traffic at the entry gates;

consider lowering the speed limit further through the LSRP

2) Maintain all of the current listed horse trails and crossings; particularly those north of LSRP; Add back to the 'official' map the crossings at Bear Paw

Trail junction and the LSRP entrance

3) Do not add a separate multi-user trail, either adjacent to the M-W Road or looping around the LSRP

4) Do not close the Sawmill Pond Lot to trailers or close the horse trails coming out of that lot

- 5) Offset the closure of the Granite Canyon lot to trailers with an upgraded Poker Flats trailer lot
- 6) Realign the northernmost M-W Road segment; Do not realign the segment from White Grass Junction to Sawmill Ponds
- 7) Repave the unpaved southern road segment to the LSRP boundary
- 8) Re-locate the Death Canyon parking to near the White Grass Ranch entrance but not to the M-W Road junction
- 9) At the peak traffic times; expedite the south end horse trailer traffic to the Poker Flats lot or facilitate trailer parking along the RlazyS access road
- 10) Create and distribute more materials at the entry gates which promote the M-W corridor as a destination and the behaviors appropriate for its full appreciation

Finally, we wish to thank GTNP for recognizing our earlier expressed concerns and maintaining an overall commitment to recreational and guided horse

use in this sector. We are most willing to participate in any follow-on discussions or analyses as appropriate. Respectfully submitted for the Board of

Directors,

Jim Wolf, President

Teton Back Country Horsemen

PO Box 11206

Jackson, Wyoming 83002

(307) 733-5983

marketwolf@wyoming.com

Correspondence ID: 2868

Project:

48252

Document:

68894

Name:

Lyons, Fred W

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,07,2016 00:00:00

Correspondence Type:

Letter

Correspondence: December 8, 2015

I am Fred Lyons... We live at 6935 North Granite Creek Rd in Lake Creek Ranch, north of Teton Village.

I am writing to comment on the draft C proposal for the M-W road. I commented last summer that with wild life In the narrow corridor It made no sense to

Increase traffic and put In a pathway. We appreciate your response to our suggestion.

There are two Issues that need to be addressed:

During the summer months there are times when the traffic is backed up on public highway 390 from the toll cabin south past the entrance to our ranch

community. Those of us at Lake Creek Ranch, R Lazy S Ranch and Granite Ranch have experienced a number of times considerable wait to get in and out

of our turnoff. Unfortunately the toll cabin is too close to Rte 390. It perhaps could be moved north closer to the bridge away from the highway. While

there may be other alternatives please address this.

Another problem with the toll cabin so close to Rte 390 is the parking of horse trailers on our turnoff. This would also be addressed by moving the toll

cabin north to the bridge so horse trailers could use the Poker Flats parking area and avoid going through the toll gate.

I am not sure of the best solutions to the problems but request that GTNP address them. Thank you.

Respectfully,

Fred W. Lyons, Jr.

Correspondence ID:

2870 Project: 48252 Document: 68894

Name:

Lestitian, Jeff

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,08,2016 08:15:47

Correspondence Type:

Web Form

Correspondence: It's time to acknowledge the development of Teton Village as the key factor in the degradation of the Moose-Wilson road. Nobody

would be using it as a 'short-cut' without large (and growing) number of hotels being developed at the end of 390.

Since this is something that won't be changing (JHMR is largely responsible for Jackson's winter economic activity), let's consider another change.

The idea has been floated before: A north bridge, somewhere between the airport and Gros Ventre junction, cutting straight across to Teton Village. I keep

hearing that the reason this idea was nixed originally was to get arriving tourists to drive through town and spend money before going to the village. I can

guarantee that our increasing number of tourists are making a beeline to the village right now. They do stop by town, but only after getting to their

lodgings.

A north bridge would save the Moose-Wilson corridor as well alleviate the horrendous traffic building up on 390 and 22 during peak ski commuting hours.

That added benefit might keep Hwy 22 from going to four lanes.

Correspondence ID:

2871 Project:48252 Document: 68894

Name:

Bourdeaux, Christina

Address:

Cape Elizabeth, ME 04107

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,08,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: This is a follow-up comment to a previous one.

I do feel that the Park has done a terrific job with the research and presentation of that research to the public over the past 12 months.

I am in support of the alternative chosen by the Park.

I feel that the Park's choice will create the least disturbance to the wildlife and flora of this precious area.

This road is not a section of the Jackson Hole transportation and highways, it is a Park road that needs the attention and preservation that the Rockefeller

family would agree to. I believe that the alternative chosen by the Park will be in the best interest of Grand Teton National Park.

Correspondence ID:

2872 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Chewelah, WA 99109

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,08,2016 10:41:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Yvette Goot

Correspondence ID:

2874 Project:48252 Document: 68894

Name:

Schwender, C

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,09,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: 1) The Moose-Wilson road was an important route of travel for residents well before there was a Grand Teton National Park. To use

spurious justifications to close (or limit use of) the road to such continued use is poor governance, and extremely unfair to those citizens who use the road

to access southern areas of the park.

2) Wildlife is the hook on which all the "limit-use" arguments hang. Yet I have not read of nor heard about any vehicle/animal fatalities on this section of

road. There are, on the other hand, scores of animals killed on highway 89. A much stronger argument could support having that road closed. In fact, if the

over-zealous wildlife advocates are allowed to prevail, all roads in the Park should be closed- - to protect wildlife.

3) The problems with the Moose-Wilson road are caused by speeding vehicles, over-sized (too heavy) vehicles, and tourists who stop in middle of the road

to watch a deer graze. The only problem the Park has done anything about is the traffic jams (and thanks for that). Take a look at the stats on speeding

tickets- - you will find a dearth of tickets issued on the M-W road (especially compared to the faster highway routes). In fact, I have NEVER seen a law

enforcement ranger on the M-W road except at a traffic jam (and one seen giving a \$50 ticket to a mid-winter skier on the road whose dog was off lease).

Without law enforcement, the speeders on the road are often seen driving way too fast.

4) It will do no good to lower the speed limit if it continues to be unenforced.

Correspondence ID:

2875 Project:48252 Document: 68894

Name:

Dugan, Pamela A

Address:

Naples, FL 34119

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,09,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: None

Correspondence ID:

2877 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Cincinnati, OH 45212

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,10,2016 13:20:01

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Matt

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Janet Rhodes

Correspondence ID:

2879 Project:48252 Document: 68894

Name:

Brown, Gordon H

Address:

Victor, ID 83455

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,10,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for the document list, and video presentation of the MW Corridor (MWC) and Teton National Park's (TNP) preferred

proposal. They are very informative.

Having been enjoying the corridor by foot, bike, and vehicle for 35 years, I am well aware that due to the increase in traffic, there needs to be changes

made that will provide a unique experience for visitors while simultaneously protecting the environment and its wildlife for this generation of visitors and

those to come.

I am whole heartedly in support of reducing the number of privately owned vehicle on the Moose Wilson Road at any one time; however, I diverge from

the Teton National Park's preferred proposal and suggest portions of it be changed to one that is similar, in some respects, to other National Park policies

(ex. the South Rim of Grand Canyon and Zion). Accordingly, I recommend that the Park contract with a concessionaire that would provide round trip van

transportation for the public during the peak visitation periods, the time(s) to be determined by the Park Service. The multitudes of people could then park

their cars, SUVs, camper vans, and motorcycles either at Teton Village, or at a parking lot established for that purpose near the present toll booth, or at

both.

This proposal would reduce congestion and noise while simultaneously providing the opportunity for visitors to literally sit back, relax and enjoy the show

along the corridor. The van ride would provide multiple scheduled stops at Rockefeller, Moose Museum, Jenny Lake and String Lake that would be

coordinated in such a way as to accommodate passengers both arriving and departing the various stops. In addition, an appropriate period of time could be

included in the schedule to provide time for van stop at established turnouts and allow passengers to disembark to view and take pictures of the flora and fauna. This system would not be too unlike urban bus schedules, albeit less complicated. A van schedule would be made available via the local papers and park brochures so visitors could make a choice to either to drive the highway or leave transportation to a driver who could also be educated as a tour guide so to speak.

This alternative would also constructively address the parking problem at Jenny Lake and String Lake as well as reducing the possibilities of accidents due

to drivers understandably distracted by the beauty of the Park or trying to spot and or view wildlife. Parenthetically, fewer cars on the MW road would

make riding a bike much safer and coincide with the growth in the use bicycles as the preferred means of travel by an increasing number of people using

bikes as a low-impact method of experiencing the park. Ultimately it would reflect the mandate of the National Park Service to protect the environment for

future generations, thus, exemplifying the protective, creative, sensitive, and anticipatory nature of the National Park Service policies.

Thank you for the opportunity to comment.

Gordon H. Brown

Correspondence ID: 2880 Project: 48252 Document: 68894

Name: Montanez, Marni

Address: Hillsboro, OR 97123

United States of America

Outside Organization: Ms. Unaffiliated Individual

Affiliation: Member

Received: Jan,10,2016 00:00:00

Correspondence Type: Web Form

Correspondence: It has been a process of hard work and awareness of all aspects. Plan C is well thought out and does not disrupt the natural rhythm of

this place. It sounds like a harmonious and wise plan.

Keep all animals and people safe.

Correspondence ID:

2881 Project:48252 Document: 68894

Name:

Mink, Daniel

Address:

HARRISBURG, PA 17110

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,10,2016 18:49:09

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Daniel G. Mink

Correspondence ID:

2882 Project: 48252 Document: 68894

Name:

Richard, Ellis E

Address:

Washington, DC 20003

United States of America

Outside Organization:

Park Rangers For Our Lands Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,10,2016 00:00:00

Correspondence Type:

Web Form

Correspondence:

info@parkrangers.org

To: Grand Tetons National Park Moose-Wilson Road Planning Team

From: Ellis Richard, Founder, Park Rangers For Our Lands

Subject: Comments on Draft Plan for Moose/Wilson Road

Park Rangers For Our Lands, an advocacy organization composed of retired and former park rangers from the National Park Service and Bureau of Land

Management, is pleased to offer comments relative to the recently published draft plan for the Moose/Wilson Road corridor.

We support the park's identified preferred alternative D and believe it strikes the right balance between providing opportunities for visitors to access an

important resource while preserving important wildlife and cultural resources within the park. It is clear to us that the park made an extensive effort in

collecting and analyzing a very wide range of data as well as incorporating the views and preferences of a wide range of stakeholders.

We also understand the challenges that lay ahead in the implementation of this alternative. Managing the increased traffic loads during the summer along a

narrow and winding historic road will probably be a challenge no matter what changes are made in the management of this corridor. But we are especially

pleased that the park opted not to recommend construction of a separate multi-use trail, which we also think is simply a euphemism for a separate paved

bicycle path. We do not consider the Moose-Wilson Road as a legitimate part of the transportation network for the town of Jackson and Teton County.

Arguing that a separate bicycle path provides alternatives to automobile use on the road is to us a very weak argument. We recognize the interest of the

bicycle community in developing pathways throughout the county for use by bicyclists. We do not believe, however, that a separate bike path or even an

added bike lane would provide any noticeable reduction in automobile traffic. And it would only provide recreational benefits to a very small number of

people visiting the park. The amount of landscape and habitat required for a separate bike path, the potential for increasing disruption to park wildlife such

as moose, elk and grizzly bears, the increased safety risks, and the relatively small number of users makes the inclusion of a bike path unsupportable along

the Moose-Wilson Road.

The Moose-Wilson Road represents a disappearing resource in today's America. The narrow winding country road provides an opportunity to experience

an America of a bygone era. Park Rangers For Our Lands appreciates the effort of the park in preserving the opportunity for that experience as well as the

continued protection of the natural and cultural resources present along the corridor.

Ellis Richard

Founder, Park Rangers For Our Lands

Correspondence ID: 2883 Project: 48252 Document: 68894

Name: Owen, Douglass

Address: Arco, ID 83213

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,11,2016 00:00:00

Correspondence Type: Web Form

Correspondence: I would prefer Alternative "B".

Correspondence ID

Name: Wolf, Jim

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,11,2016 00:00:00

Correspondence Type:

Letter

Correspondence: January 5th, 2016

To: Moose-Wilson Corridor Planning Team, GTNP

As long term local residents, we strongly support your Alternative C.

We have been high users of the Moose-Wilson Corridor area for the 20 years we have been in Jackson: horseback riding and hiking in the summer and

cross country skiing in the meadows, to White Grass and to Phelps Lake in the winter. We almost always bring visiting friends through the M-W Road

corridor to the Sawmill Ponds Overlook to view wildlife.

Overall, we think that adding a multi-use path, either along the roadside or through the northern or southern hay meadows, would degrade the intimate

character of the road way. It would also disrupt the wildlife patterns between the Moose-Wilson Road and the river. We now see cyclist tracks and even

motorcycle tracks on the current service road bed connecting M-W Road to the levee. We worry that the considered new multi-use path will increase the

cyclist poaching on all the side trails between the M-W Road and the river.

We are quite supportive of lowering the speed limit to 20 mph and also greatly reducing commercial traffic. We object strongly to those currently using the

road from the west bank as a shortcut to the airport or to northbound Highway 89.

We are not concerned about the starting corridor capacity limit. We assume that you will streamline the process and evolve to an appropriate guideline over

time.

We would prefer the unpaved road segment remain as is, both to slow the traffic flow further and also to discourage non-GTNP oriented traffic, whether

vehicular or cyclist.

We think that the concept of re-framing the M-W Corridor as a destination has merit, but could be done with programmed handouts at the entry gates.

From our equestrian perspective, we are pleased that you recognized the important riding trails network north of the Preserve. We strongly oppose any

preclusion of trailers in the Sawmill Ponds lot or the elimination of the important horse trail from the Sawmill Ponds lot to Sky Ranch.

We need the continued horse trailer parking at Poker Flats, at White Grass junction and at Sawmill Ponds Overlook. If you re-vamp the Poker Flats trailer

lot including a short length of berm-side overflow parking, we can get by without trailer parking in the Granite Canyon lot.

While we support Alternative C with the traffic control at the entry gates, we would appreciate that horse trailers could bypass the south-end peak period

queue, either in the admin lane or by parking on the side of the RLazyS entry road.

Finally we want to applaud you for putting highest priority on the natural underpinnings of the GTNP experience in the face of those who want to either create

an easy extension of the resort, or want northern transit convenience, or desire an added redundant and very disruptive cyclist lane.

Sincerely,

Jim Wolf and Nan Neth

25 East Hansen Avenue

Jackson, Wyoming 83001

Correspondence ID: 2885 Project: 48252 Document: 68894

Name: White, Paula

Address: Berkeley, CA 94710

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,11,2016 00:00:00

Correspondence Type: Web Form

Correspondence: I support the NPS's preferred alternative C to manage the Moose-Wilson corridor. This alternative addresses the need to manage the

number of visitors during peak periods using appropriate technology. I agree with those who commented on this strategy's point that informing visitors of

peak use periods and anticipated wait times through the use of electronic signs and alerts posted on websites is wise. I also support the speed limit of 20

miles per hour to improve bicycle safety and reduce the likelihood of collisions with wildlife.

Alternative C leaves room for the implementation of more stringent congestion controls later on if warranted, such as providing a transit system or

requiring reservations. I have visited the Yosemite Valley numerous times and the transit system used there effectively manages high visitor volumes. I am

less inclined to support reservations, since this would tend to exclude visitors who may not be able to visit the Park except on the highest use days. If the

primary management concern is to restrict vehicular access to the area, then implementing a transit system within the most sensitive areas or the park

makes sense.

Thank you for considering my comments.

Correspondence ID

Name: Draggon, Robert

Address:

Bethesda, MD 20816

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,11,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: My wife and I recently spent two weeks touring the Grand Teton and Yellowstone National Parks. While staying in Jackson Hole we

toured the Grand Teton National Park including three visits to the area accessed by the Moose Wilson road. We were fortunate to observe Deer, Moose and

owls during our travels on the Moose Wilson Highway.

We strongly support limiting any major changes to the Wilson to Moose Highway which we believe would have a detrimental impact on the wildlife in the

region. We were very impressed with the National Park Center in Moose and work that the National Park Service is doing to maintain the National Park

property in the area. We fully support the work that National Park Service in doing the preserve the natural habitat along the Wilson to Moose road.

Sincerely

Robert and Jeanne Draggon

5911 Wiltshire Drive

Bethesda, Maryland 20816

Tel:301-320-7060

email: rdraggon@gmail.com

Correspondence ID:

2888 Project:48252 Document: 68894

Name:

Sibson, Barry

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,12,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I strongly support the NPS Preferred Alternate C except for the changes at Death Canyon.

As a Teton County resident, I use the Moose-Wilson corridor frequently, summer and winter. I believe the corridor provides a unique experience that is not

replicated elsewhere in GTNP or YNP. It provides visitors the opportunity to feel intimate with the natural environment while still remaining in a vehicle.

The moose, beavers and bears seem to ignore the presence of the vehicles so that one can observe their activities from a closer perspective than anyone on

foot would be able to do on a frequent basis. More turnouts in the wetland area, with a requirement that visitors remain in their vehicle, would provide the

experience of seeing the wildlife up close without causing them to flee and could prevent the jam-ups that now are frequent.

It is my concern that the wildlife in the area would not tolerate bikers as they do vehicles. Additionally, it appears to me that bikers on pathways are more

interested in the exercise and speed of biking and are not as interested in the environmental experience presented in the corridor. I would prefer that biking

be discouraged and am strongly opposed to a bike pathway in the corridor.

In the Death Canyon area, I would prefer to have continued and improved vehicle access to the current parking area at the Valley Trail trailhead. Another

alternative would be to place the end-of-road parking area close to the buildings at White Grass. This would provide access for more people to see the

significant improvements that have been made there.

The parking area planned at the entry to Death Canyon Road should be cleared of snow in the winter. That area is heavily used by x-c skiers going up

Death Canyon and going down the unplowed section of Moose-Wilson road. There is difficult congestion at that terminus during the winter.

An expansion of the parking area at Granite Canyon would also relieve some of the overcrowding in that area, summer and winter.

Correspondence ID:

2889 Project: 48252 Document: 68894

Name:

N/A, N/A

Address:

Cheyenne, WY 82007

United States of America

Outside Organization:

Wyoming Office of Tourism Unaffiliated Individual

Affiliation:

Member

Received:

Jan,12,2016 00:00:00

Correspondence Type:

Web Form

Correspondence:

The Wyoming Office of Tourism is pleased to have the opportunity to provide comment on the Moose-Wilson Corridor Draft Plan/EIS. Grand Teton

National Park is an incredible asset for Wyoming residents and non-resident visitors alike and the delicate balance between preservation and accessibility

ensures the grandeur of these significant resources for generations to come.

During the final planning of the Moose-Wilson Corridor it is important that all avenues of visitor experiences are carefully looked at to provide the best

long term benefits for both resident and non-resident visitors as domestic and international visitation to the United States, Wyoming and to our National

Parks is expected to continue to grow, year over year.

It is in the opinion of the Wyoming Office of Tourism that Alternative D provides the greatest potential to connect all visitors to the broader park

experience. The incorporation of a separated multiuse pathway supports and promotes year-round multimodal transportation alternatives and expands

winter recreational opportunities within the corridor. The commitment of a separated multiuse pathway also eliminates safety concerns that are presented

with the other shared roadway alternatives. Finally, Alternative D maximizes the visitor experience and education/interpretation initiatives with the

commitment to additional turnouts and viewing areas with the capacity for interpretive media, programs, and materials to enhance the visitor experience.

However, it is the recommendation of the Wyoming Office of Tourism to adopt the traffic management strategy presented in Alternative C rather than the reservation system proposed in Alternative D. Providing traveler alerts and queuing lanes on the north and south end of the corridor would allow for effective management of traffic volumes and self-selection of alternative routes without deterring visitors before they arrive at the park. A reservation system may ultimately discourage or hinder visitation.

While Alternative C is NPS's Preferred Alternative, the Wyoming Office of Tourism encourages consideration be given to creative solutions of adding additional elements into Alternative C to improve the visitor experience, by implementing a multiuse pathway system, even if implemented in phases.

Lastly, it is in the opinion of the Wyoming Office of Tourism that while it is important to consider the best alternative that provides the greatest potential to connect all visitors to the broader park experience, it is also important to engage with local partners so that their needs are considered and addressed as final corridor plans are made.

Correspondence ID:

2890 Project: 48252 Document: 68894

Name:

Scott, Mary G

Address:

Moose, WY 83012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,13,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: January 8, 2016

Superintendent

Grand Teton National Park

PO Drawer 170

Moose, WY 83012

Dear Superintendent Vela:

Subject: Moose Wilson Corridor Draft Comprehensive Management Plan/DEIS

The Moose Wilson Corridor (Corridor) is located at the southernmost location of the Greater Yellowstone Ecosystem (GYE), which is one of the largest

intact temperate ecosystems on earth, and which supports some of the highest levels of biodiversity in North America. Specifically, the Corridor possesses

a diverse array of wildlife habitat, which results from the Snake River's extensive riparian habitats being closer to the Teton Range in the Moose-Wilson

Corridor than at any other location in the park. The project area functions as a critical wildlife movement area - for moose, elk, wolves, and black and

grizzly bears - particularly for north-south movement along and above the Snake River floodplain.

Further underscoring the significance of this area, one sixth of the Corridor is potential wilderness. Significantly, nearly 10 per cent of the planning area

(1106 acres) was donated to the National Park Service by Laurance S. Rockefeller in 2007 - the most valuable gift likely ever given to the American public

and held by the National Park Service (NPS) - with the explicit intent that it would achieve a " delicate balance between conservation of nature and public

access and use." Mr. Rockefeller went on to state on the announcement of his gift that " in too many places in the national parks, overcrowding and

overuse are progressively destroying the very values people seek in coming to our parks." According to the Laurance S. Rockefeller (LSR) Preserve's

easement, which is legally binding on the NPS, the Preserve is "intended to inspire appreciation and reverence for the beauty and diversity of the natural

world, to demonstrate the importance of protecting the land while providing public access and to foster individual responsibility for conservation

stewardship."

In summary, the Moose-Wilson Corridor is an area of exceptional habitat within the GYE, is one of the most nationally significant portions of Grand Teton

National Park, and is one of the most scenic roads within the National Park System, thus it is deserving of the highest level of protection and management

by the National Park Service (NPS).

With the issuance of the DEIS, the NPS has identified a preferred alternative that is a conservation-minded, science-based approach to the management of

this sensitive corridor. It represents a thoughtful, adaptive management strategy, that puts resource preservation - both cultural and natural - as a priority for

future management. It confirms that this is a national park road, and adapts the visitor capacity system approach used at the LSR Preserve and expands it to

the entire Corridor, a system that is focused on assuring both an exceptional visitor experience and long term resource preservation.

The preferred alternative is a reasonable approach to addressing the rapidly increasing use and congestion that is occurring within the Corridor. Rather than

proposing to restrict through-traffic, as described in alternative B, the park is proposing to limit the number of vehicles entering the Corridor during peak

use periods. In essence, the park's proposed visitor capacity for the Corridor would maintain visitation at current levels currently seen during peak

visitation. Based on the park's 2013 data, the proposed queuing would occur 25 - 30 days in July and August, and wait times would peak at nine minutes.

This is a wholly rational and reasonable approach to the Corridor's management into the future. Other improvements detailed in the preferred alternative

include realigning the northern most 0.6 miles of the road out of sensitive riparian habitat, reducing speeds, paving the south end of the road to improve

bicyclist safety and discontinue magnesium treatments (for dust abatement), and continuing existing winter uses on an ungroomed surface.

The adaptive management strategy included in the preferred alternative also references a reservation system and transit as possible actions that may be

considered in the future, should the need arise. However, any future transit proposals must be wholly under the control and management of the National

Park Service, and should only serve national park purposes. See additional discussion below.

The National Park Service preferred alternative will protect this area's wildlife and provide appropriate and balanced access for decades to come,

reinforcing the fact that the Moose- Wilson Corridor is owned by all Americans. The park should be commended for the level of public engagement and

scientific updates that have led the public to this critical juncture. I encourage the park to proceed to a FEIS and a Record of Decision in a timely manner.

Specific comments:

Transit: Expand the discussion regarding transit to specifically include the ridership and frequency of the park's current pilot transit program, which has

been operating for a number of years, following the park's 2007 Transportation Plan Record of Decision (ROD). This shuttle runs every summer, serves the

Home Ranch Parking lot in the Town of Jackson as well as many destinations within Grand Teton, and is used primarily by park concession employees to

get get to and around the park. Specifically, in 2015, there were 15 daily departures from Town to Flagg Ranch, at a cost of \$15 per day. The lack of

ridership other than by concession employees likely reflects a lack of overall demand for transit by visitors to and within Grand Teton NP.

Any transit proposals to be considered by the park in the future should look comprehensively at the entire park, not just the Moose-Wilson Corridor, and

should be wholly under the control and management of the NPS. Recent pushes by Teton Village and other interests for increased transit along the Moose-

Wilson corridor should only be considered within the context of a broader park-wide program. It should also be limited to the visitor numbers contained the

DEIS' visitor capacity determination, i.e. 550 visitors in the corridor at one time.

If transit is considered along the Moose-Wilson Corridor in the future, concomitant reduction of privately owned vehicles should be employed, so there is

no net gain of visitor numbers as a result of transit above that recommended in the preferred alternative within the DEIS. If visitor education is the

objective in suggesting transit, a number of wildlife viewing concession vans currently use the Corridor throughout the summer, many emanating from

Teton Village. Thus, there is already a quasi-transit system being used to access the Corridor that benefits visitor education. It is important to note,

however, that these wildlife viewing shuttles access the entire park, not just the Moose-Wilson Road.

Grizzly Bears: having managed this species for one-third of my NPS career, the potential for unpredictable behavior by grizzly bears in close proximity to

pedestrians, bicyclists as well as those in vehicles should be a major safety concern that continues in the management of the Corridor. It may not be

common knowledge that grizzly bears have charged vehicles along the Moose-Wilson Road, resulting in road closures to protect the bears and visitors.

Though many members of the local community believe they understand bear behavior, the potential hazards that bears represent should not be

underestimated. The contents of the MacHutchon report (Human-Bear Interaction Risk Assessment for the July 2014 Moose-Wilson Corridor Management

Plan Alternatives), as well as the support of the conclusions contained in that report (see Appendix 1) by Professor Stephen Herrero - an internationally

recognized authority on bear ecology, behavior and attacks - provides a solid factual basis as to the ill-advisability of a separated pathway anywhere within

the Moose-Wilson Corridor.

Visitor Capacity System: The proposed sequencing of vehicles to limit the number to 200 at any one time within the Corridor is the same visitor use

capacity technique used at the LSR Preserve since it opened to the public in 2008. The concept used at the Preserve should be described in more detail in

the NEPA document. The delays projected with the overall Corridor limit of 200 vehicles at any one time are quite similar to the delays experienced by

visitors to the LSR Preserve for the last eight years. This reflects broad acceptance by park visitors of the LSR's current visitor limits, and likely translates

into the public's acceptance of a more broad application of the plan's proposed Corridor-wide visitor capacity system.

LSR Preserve: More clearly articulate the NPS' requirements and commitment in fulfilling the significant conservation easement - including the operating

plan - requirements associated with the LSR Preserve. Also, please expand and clarify Mr. Laurance Rockefeller's intent in donating what constitutes

nearly 10 per cent of the plan area. Both the conservation easement and operating plan are legally binding documents that the NPS must adhere to, and are

continuously monitored by representatives of the donor. The general public should be made more aware of the donor's intent and the detailed requirements

for the NPS via the NEPA document.

Adaptive management: though generally outlined in Appendix A, specific triggers and thresholds should be detailed in the Record of Decision - making

them legally binding - that will provide sufficient structure upon which to base adaptive management in future years. With sufficient detail devoted to

thresholds, triggers and monitoring measures, the park may be able to avoid the significant pressures historically exerted by private interests, which was

most recently exhibited in a recent (December 2015) meeting of Teton Village, Jackson Hole Mountain Resort, Teton County, Town of Jackson and NPS

with the Governor's office.

The American public demands and deserves certainty going forward, particularly with regard to the full protection of the Corridor's natural and cultural

resources. The future of the Corridor is of broad national interest, and whose purpose is not just to meet the perceived needs or economic interests of local

or regional groups.

Cultural resources: as described in the DEIS pp. 241-245, it is clear that a realignment of the Road at Sawmill Ponds would represent a major impact to the

most significant archeological sites ever identified in the park, if not the GYE. The significance of these sites as a winter camp was referenced by numerous

tribes engaged in consultation with the park (p.244). As an enrolled member of the Osage Tribe, I would underscore the need to avoid disturbing this

assemblage of archeological sites, and for the park to be ever respectful of those native Americans who remain actively engaged in protecting their, and

our, common history. These archeological sites represent living and breathing cultures, and as such, should not be sacrificed or compromised in any

manner.

Further, though archeological sites can be "mitigated", e.g. excavated, analyzed and stored, that does not mean that impacting the archeological site is an

appropriate action to take. In fact, preservation of these archeological sites, in situ, better meets the essence and intent of the Organic Act, which "purpose

is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by

such means as will leave them unimpaired for the enjoyment of future generations."

As noted in the DEIS, road realignment at Sawmill Ponds would result in "permanent, significant, and irreversible adverse impacts on two of the park's

most important prehistoric archeological sites." One site would be completely destroyed by ground disturbance associated with road. Further "The

exceptional informational potential retained by these sites in their current conditions would be permanently lost." (p. 502). Destruction of these sites would

run counter to the Organic Act, therefore the road should be maintained in its current alignment in this location.

Vegetation Setbacks: Table 8 page 152, under "Moose Wilson Road Realignments", column marked 'alternative C.' The text in this column references

creating "vegetation setbacks." Under no circumstance should important sources of black bear and grizzly bear forage - including but not limited to

hawthorn, chokecherry, and service berry - be impacted by modification of vegetation. Rather, road closures and intense visitor management should be the

preferred management action, over any removal of bear food sources such as fruit-bearing trees/shrubs and other habitat types of high value to black bears

and grizzly bears.

Winter Access: Regarding winter access for skiers and snowshoers, this activity should be maintained as it currently exists, i.e. via an ungroomed surface.

Bicycles should not be permitted on the road during the winter season. Low impact seasonal access during the winter months provides a welcome respite

for wildlife that are heavily impacted during the high use summer season.

Road Design: It is clear that much can be done via design to reduce speed and improve resource conditions, particularly with regard to correcting drainage

issues and slowing vehicle speeds. I would expect that this level of detail would occur during implementation, and anticipate that the park will be exploring

design details and solutions with its primary design partner, FHWA.

Safety: when looked at in composite - including the park's Road Safety Audit (RSA) findings, the proposed paving of the south end of the road, installation

of "safety edges", limiting the number of vehicles at any one time in the Corridor, and the further reduction of vehicle speeds - the park is providing more

than adequate mitigation for any real or perceived safety concerns of pedestrian or bicyclists. Given that 2-3 per cent of Corridor visitors are bicyclists, and

the extremely low incident of documented bicycle accidents on Moose-Wilson Road, these proposed safety improvements represent a comprehensive

approach, and demonstrate a solid commitment by the park to supporting visitor access and enjoyment regardless of travel mode.

Thank you for the opportunity to comment.

Sincerely,

Mary Gibson Scott

Moose, Wyoming

Correspondence ID:

2892 Project:48252 Document: 68894

Name:

Schneebeck, Carol E

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,13,2016 15:19:18

Correspondence Type:

Web Form

Correspondence: First of all, I compliment the park for its extensive research and consideration of so many variables to establish a cohesive and workable plan.

I've been using the Moose-Wilson Road since the 1970s when it was the best kept secret. Especially after the south entrance was established, the use of the road has substantially increased-as noted in your research. Over the years, I've seen less wildlife and more cars-not the desirable experience.

I appreciate that the NPS desired alternative (C) does not include the creation of a separate bike path. I believe this area has enough pathways and the environmental impact of another one along the Moose-Wilson Corridor would be so much greater than the enjoyment of such a path.

Although I applaud most of the Alternative C choice, I do have a few concerns. I believe the realignment of the road as suggested in Alternative B would

have been beneficial to wildlife:

The segment between Sawmill Ponds Overlook and the Death Canyon Road junction would be realigned to the east of the beaver ponds to restore wetland

functions and habitat connectivity. The old roadway would be removed and restored to natural conditions.

I read the rationale for dismissal of this option. I still think this can be done.

My other concern is the placement of the new Moose Entrance Station. I thought one of the goals of realigning the north section of the M-W road was to

avoid the necessity of having to go through another entrance station if one entered through the south. Looking at the map does not clarify how this will

happen or how visitors coming from the highway will enter without congestion where the two roads intersect.

As a resident of Teton County, I'm aware of the various special interest groups who advocate other solutions that would better serve them. I am sometimes

almost embarrassed about some residents in this community who forget the word NATIONAL when referring to the park. Just because it is in our backyard

does not mean that the town, county, governor or special interest groups should have too much influence on the future of the M-W Corridor. It should not

be part of the county-wide pathways nor the county-wide transportation plan. PLEASE do not let any of these entities have undue say on the final decision.

Correspondence ID:

2894 Project:48252 Document: 68894

Name:

Kraemer, Sarah W

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,13,2016 18:22:59

Correspondence Type:

Web Form

Correspondence: Thank you for the comprehensive analysis. It looks terrific. I would still like to see a dedicated bike/pedestrian path. Maybe at some

future date?

Thank you,

Sarah Kraemer

Correspondence ID:

2895 Project:48252 Document: 68894

Name:

Best, William J

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,13,2016 00:00:00

Correspondence Type:

Letter

Correspondence: January 5, 2016

Grand Teton National Park

ATTN: Moose-Wilson Planning Team

PO Drawer 170

Moose, WY 83012-0170

Dear M-W Planning Team:

I have been remiss in not responding earlier to the excellent document you have prepared outlining the future options for the Moose Wilson Corridor. Since

we first bought property in the Valley over 30 years ago, we have treasured the road (potholes and all) for the scenery, wildlife, and family friendly

opportunities it provides. It is a shame that it has to change at all, but such is progress.

The Lawrence Rockefeller Preserve has added to that outstanding experience, and we regularly bring visitors to the area. We also use the horse trails,

usually accessing from the south end of the corridor.

Our outgoing President of the Back Country Horsemen has sent a letter to your team (which I have attached), with which I am in full agreement. I have just

a few comments to add.

- Your option C is by far the best choice, as you propose. I applaud your continued focus on preserving the natural habitat of this treasured area.

- Adding a multi-user pathway not only degrades the natural habitat, but also poses an increased danger for the pathway users. We have had several

negative encounters with bicyclists over the years on our horses. Those bicyclists do not seem to understand the "rules of the pathways" or more likely

simply don't care. Such encounters are common, and as you may know, there was even a death associated with an uncaring biker in the past, who

apparently did not understand the shared nature of the public pathway. Is GTNP prepared for a major visitor education program?

- Keeping the southern two miles of the pathway unpaved is a good substitute for speed bumps, but speed bumps would be appropriate to add whenever

there is a trail crossing for hikers or horseback riders. To pave the southern portion would encourage more "shortcut" usage.

- Parking access is always an issue for horse trailers. Appropriately sized lots are critical to equine usage. If such lots are removed or shrunk, it would be tantamount to excluding equine usage.

Again, thank you for the outstanding work you have done on the document, and I trust you will implement Option C as outlined.

William J Best

Teton Back Country Horsemen

President - 2016

PO Box 3375

Jackson, Wyoming 83001

307-733-4835

Email: wjbest@aol.com

Correspondence ID:

2896 Project: 48252 Document: 68894

Name:

Ottman, Jayne

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,14,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for even opening this discussion to the public. You have done an excellent job making this such a transparent public

process when you really didn't have to...

I would want to see one way traffic only going north (includes bicycles) and all southbound traffic retuning on the main highway to the east. Bikers can use

bike existing path along the highway. Taxis, safari and other tour companies using this as a means to make money and save time simply reinforces their

glut of greed in this valley in exchange for the survival of wildlife values and resources.

I don't see the benefit of limiting vehicles on the road as suggested in your plan. I think this will cause congestion, really magnify the frustration of visitors

waiting in line and doesn't solve the safe issue of cyclists. I don't think this is fiscally appropriate use of tax payer dollars and the effort of implementing

seems cumbersome. This is not a straight forward alternative.

The traffic problem now in the valley is critical-in numbers of cars and people....

I feel changing the behavior of folks using the MW road can begin with adjusting their previous commuting habits. One way traffic would do that.

I've been here for 43 years. I've lived on the MW road at the White Grass back in '74.

The whole idea that this road is now used as a major thoroughfare to the park is not only ludicrous but impossible.

I'm willing to change my commuting habits.

Thank you.

better! We're pleased t hat a multi-use trail, either adjacent to the road, or a different route cutting through the LSRP is not recommended.

We do question the size of a Death Canyon Trailhead parking area large enough to accommodate 80-90 vehicles. The lower speed limit of 20 mph is a big

improvement, and even a lower limit of 15, especially through the LSR Preserve would be appropriate.

Thank you for the opportunity to once again comment on the Moose-Wilson Corridor Management Plan. And, most importantly, thank you for steadfastly

protecting this national treasure.

Sincerely,

Frank and Patty Ewing

PO Box 429

Jackson, WY 83001

Correspondence ID:

2898 Project: 48252 Document: 68894

Name:

Shuptrine, Sandy H

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,14,2016 13:43:05

Correspondence Type:

Web Form

Correspondence: While I would prefer an alternative that relies less on single occupancy, internal combustion vehicles, I appreciate the NPS effort to

craft a Preferred Alternative for the GRTE Moose-Wilson Draft EIS that considers the many interests that must be balanced. One that I accept in the

interest of moving forward.

If funding and will allowed, I would like to see GTNP seize the opportunity to broaden its sights and consider electric or natural gas open air shuttles for

summertime visitation. I submitted an earlier comment detailing this suggestion.

I appreciate the consideration for wildlife sustainability.

Thank You and Best Wishes,

Sandy Shuptrine

Correspondence ID:

2900 Project:48252 Document: 68894

Name:

Anzelmo, Joan

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,14,2016 14:57:11

Correspondence Type:

Web Form

Correspondence: I would like to begin by thanking the park staff and other National Park Service staff who have produced a thorough and well done

DEIS. This is a complex issue and one that many people all over the country care deeply about.

I support the park's preferred alternative as it strikes the best balance to protect the natural and cultural resources contained in this very fragile area of

Grand Teton National Park and also providing continued year round visitor access with current methods, including by foot, bike, horse, automobile,

wildlife touring vans, snowshoes and cross country skiing.

I am very opposed to introducing new uses or more people into this corridor.

I specifically oppose the construction of a separated paved pathway. I also oppose grooming of the Moose-Wilson road in the winter. This is critical habitat

for numerous species and should be maintained in its natural state.

I oppose realignment of the road in the north section as it will destroy important Native American sites that the NPS has recently learned a great deal about.

I support the continuation of wildlife van tours operating under park permits. I oppose introducing any large volumes of general mass transit into this

corridor as the area cannot add more people into it without very negative impacts. I think the park's adaptive management and capped vehicle numbers will

be a good way to improve management of the corridor.

I strongly believe that commercial vehicles including taxis and airport shuttle vans should not be permitted to travel the Moose-Wilson Corridor as a thru

way or short cut. The corridor is an incomparable destination for park visitors and it cannot sustain increasing traffic.

I am also in very in favor of the park establishing one way traffic northbound or one way traffic from each direction to the LSR and then back the same

route. So no thru traffic at all.

This method of management might really ease traffic volumes as people would only go there because they want to visit that section of the park. It might be

easier to manage. Bikes could ride the existing surface and perhaps be allowed the option to go in either direction.

On this the 100th anniversary of the NPS, I hope the agency will be allowed to follow its mandate to protect park resources unimpaired for future generations.

Thank you.

Joan Anzelmo

Correspondence ID:

2901 Project:48252 Document: 68894

Name:

Kaufmann, Randall

Address:

moose, WY 83012

United States of America

Outside Organization:

Western Fishermans Press Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,14,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: To Superintendent David Vela and the Grand Teton Planning Team

I visit the Moose Wilson Road corridor at least twice weekly, both in a vehicle and on foot to view wildlife, fish, hike and to photograph.

I also share the area with our out of state visitors, all of whom greatly appreciate the quiet, narrow, backcountry feel of the road. Once in awhile there is a

traffic slow down, but we do not mind. Speed is not a priority here, nor is convenience or unlimited access by every means of locomotion.

The Grand Teton Park management team has done an exceptional service to the integrity of the Park by recommending and supporting Alternative C. This

is federally protected land - not state, county or the personal playground of Teton Village and those selfish special interests whom would intrude on this

wonderful sanctuary...nor is Teton Park the bailiwick of local and state politicians.

We the people, Grand Teton Park, and wildlife do not need any additional people access along the Moose Wilson corridor in the form of highway

expansion, paths, groomed winter trails, mass transit or whatever. Three cheers to the Park for resisting the self centered proposals!

Thank you!

Randall Kaufmann

Correspondence ID: 2902 Project: 48252 Document: 68894

Name: Harris, Lauren

Address: Teton Village, WY 83025

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,14,2016 18:31:38

Correspondence Type: Web Form

Correspondence: Please re-think this plan and review alternatives! My daughter has biked through the M-W Rd the entire way, it is only in the area that

is unpaved and narrow and after the toll booth by the Village that she's been side-swiped by cars passing too close and passed by cars going way too fast

and definitely over the speed limit AND almost hit by tourists swinging their car doors open as she has tried to pass them with no room on the shoulder

side.

I am one who believes making this road one-way would benefit all involved. And making a bike path for bikes, hikers, etc. would make it safe for both car

drivers and bikers and hikers.

Having cars wait at each end in queues if the number is limited will only contribute to greater, much greater, pollution and angrier drivers - making it all the

less safe for those not in cars - including the wildlife.

Thank you for reading and considering. This is a big deal and needs to be ever so carefully considered. From all angles and not just from business owners!

Correspondence ID

Name: Schwarz, Sarah

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,14,2016 21:56:52

Correspondence Type:

Web Form

Correspondence: To Whom it May Concern,

I am writing regarding the plans for the Moose Wilson road in GTNP. Many years ago I was blessed to live in Poker Flats. I have seen the addition of the guard station; the plowing of the road-to Granite;the improvements on the road;the change from the JY Ranch to the LSR Preserve; and witnessed the increase of use. Welcome to 2016. The world and nation's population continues to grow. The United States has a wonderfully special and unique thing called the National Parks. This year is a special one in particular. The National Park Service even launched their own visitor campaign "Find Your Park". It was a success!! And continues to be so. One must be responsible for when an advertising campaign works. Congratulations! Visitor numbers have increased-even the "shoulder seasons". Wonderful! But, oh no perhaps we have too much of a good thing. Yes, the parks are a gem! Now we must let individuals enjoy them. This means increasing parking areas-i.e. Granite Trailhead could easily be doubled to accommodate increased capacity. The Death Canyon TH needs addressing-perhaps some dirt and grading?? Increased pullouts? Yes, the LSR-is a success as well. Increase the parking. And then "the moose jam". Keep the road bed width close to what it currently is in this unique area. Strictly post/enforce no parking/standing. The plan to keep a cap on number of vehicles in and out is ridiculous. The people want to experience the parks. If you stop and hike-or backpack-a car is sitting there for quite some time. This keeps others from experiencing the gem. I get the lack of room for a true bike path in much of this corridor. Though individuals can still choose to bike if they would like.

You can not "build it" and be shocked when "they come". Remember global population! And don't forget advertising!! It is the right of the population to experience public property. That has always been the goal. As population increases these unique experiences are more sought after.

Embrace the enthusiasm of the visitor. Educate the visitor regarding respect-wildlife, other visitors, environment, history. Get ready for them!! They are here in greater numbers every year. I have only lived here thirty years and it is truly remarkable the increase in the numbers and the nations the visitors are representing.

DO NOT place an "ad" that says "welcome" only to be met at the entrance with "closed"-due to too much success. We are a strong, intelligent, thoughtful

nation with history of wonderful ideas-i.e. the national parks-come up with great ideas to accommodate the success of the plan. Do not light up the

CLOSED sign!

Thank you for your time.

Respectfully, Sarah Schwarz

Correspondence ID:

2904 Project: 48252 Document: 68894

Name:

Giese, Mike

Address:

Greenville, SC 29601

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,15,2016 08:38:08

Correspondence Type:

Web Form

Correspondence: I am writing to encourage the park to implement those parts of Alternative D of the Moose Wilson Corridor Plan that relate to the

Death Canyon Trailhead. I hope the park will not move the trailhead as proposed in the preferred alternative.

I am the park volunteer who has lived in the White Grass Ranger Station for the last two summers. I spent most of my time walking the Park's backcountry

trails, particularly including trails accessed from the Death Canyon Trailhead. I have had conversations and friendly exchanges with literally hundreds of visitors in the Death Canyon parking lot and on trails in that area. I believe these many encounters give me a unique perspective on visitor use of the trailhead and its trails.

In my experience, the majority of visitors who use the Death Canyon Trailhead are day hikers who walk to the Phelps Lake Overlook and/or to Jump Rock.

If the park were to move the trailhead as proposed in preferred alternative C, it would add a mile (two miles round trip) to those walks. This would not be a

"slight" increase in mileage for either of these types of visitors and would very likely discourage their use of the trailhead. I fear that moving the Death

Canyon Trailhead a mile farther back will induce these many visitors to skip Death Canyon altogether and use the LSR trailhead instead-surely an

unintended consequence of Alternative C.

Visitors whose destination is the Phelps Lake Overlook are generally sightseers rather than regular hikers. These are folks who are delighted to be able to

take a walk in the mountains but who are often not well-conditioned; they may not carry a day pack or even a water bottle; they are as likely to be wearing

sandals as boots. They choose this one-mile trail because it appears remote on their map but is nevertheless within their walking ability. If the new trailhead

is moved a mile farther away, the hiking distance to the Overlook would be literally doubled, and these visitors will certainly be discouraged from using the

trail. They will instead choose an easy walk at the LSR Preserve or perhaps at the already heavily used trailheads at Jenny Lake, Taggart Lake or String

Lake.

Visitors whose destination is Jump Rock or the beach area at the north end of Phelps Lake are somewhat different. These are usually people who are

focused on getting to a specific destination; they don't particularly care about enjoying a walk in the woods but instead want to jump off the Rock and/or

swim and/or catch some rays at the lake. Currently, the shortest route for these hikers is from the Death Canyon Trailhead. Adding a mile to that trail is

likely to encourage these hikers to seek a different, shorter route to the same destination. They will recognize that the distance from new trailhead to Jump

Rock has become longer than it is from the LSR and, significantly, that the LSR trail lets them avoid the moraine switchbacks. This will inevitably lead to

more pressure on the limited parking at the LSR. Worse, Jump Rock hikers will be using the LSR Preserve as a hiking shortcut instead of its stated mission

to "provide a spiritual and emotional connection to Phelps Lake and the Teton Range."

Aside from people walking to the Overlook or Phelps Lake, the Death Canyon Trailhead is used by a significant (but I believe somewhat smaller) number

of climbers, backpackers and distance hikers (for example, to Static Peak Divide or Death Canyon). Frankly, I doubt whether many of these folks will be

very much discouraged from using the proposed new trailhead if it is moved a mile. However, these users generally take off early in the morning, when

there is always parking space available at the LSR, so they may be tempted to depart from the LSR. That would add a little distance to their trip but would

avoid the slog back up the moraine switchbacks in the late afternoon sun. Similarly, backpackers who arrive at the trail by shuttle instead of automobile

will certainly be tempted to access the LSR trails directly from the Moose-Wilson Road since they won't need a parking lot to leave their cars.

Two final thoughts:

(a) I encourage the park to consider combining the unpaved portion of Death Canyon Road with the White Grass Ranch road for access to the trailhead. It

makes little sense to me to have two park roads running side by side for the first half mile after the pavement ends.

(b) I hope no decisions will be motivated by a belief that unauthorized, user-created parking along Death Canyon Road is primarily the result of parking lot

overflow at the trailhead; I can personally attest to the contrary. In fact, most of the unauthorized parking along the existing road is the result of drivers

being scared off by rocks and potholes, especially in the last, awful stretch before the trailhead. Day after day I would see hikers walking past empty spaces

in the parking lot because potholes convinced them to park in unauthorized roadside spots a few hundred yards short of the trailhead. There are certainly

some summer days when the lot is full, but most of the time there is open space in the lot while dozens of cars have been stopped by the poor condition of the road.

For the foregoing reasons, I hope the park will decide not to move the Death Canyon Trailhead and will instead leave the trailhead in its current location.

Alternative D to the Moose Wilson Corridor Plan would accomplish that result and should be pursued.

Thank you for your time and for consideration of my comments.

Mike Giese

Correspondence ID:

2906 Project: 48252 Document: 68894

Name:

Stout, Richard

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,15,2016 09:16:18

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to submit public comment. I do not support the preferred alternative. In my comments regarding the

scoping for this initiative, I requested that you study the feasibility of building an alternative road along the southern boundary of the park in conjunction

with Teton County/Wyoming Department of Transportation. The draft EIS is flawed because it does not include information about how such a road could

drastically lower the amount of road miles that are traveled between Highway 89 and Teton Village. This would play a significant role in reducing carbon

emissions which would greatly benefit the habitat along Moose-Wilson Road and elsewhere within GTNP. The draft EIS is bereft of any such analysis.

Likewise, the EIS does not consider how such a road would reduce traffic impacts on Moose-Wilson Road. Please conduct this analysis prior to adopting a

final EIS. Thank you.

Correspondence ID:

2907 Project:48252 Document: 68894

Name:

DesLauriers, Kit

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,15,2016 10:15:33

Correspondence Type:

Web Form

Correspondence: Thank you for asking us to talk and for agreeing to listen.

I respectfully and fully disagree with the chosen NPS Preferred Alternative aka Alternative C.

I am fully in support of Alternative D and will present my reasons here (please note these are not necessarily listed in order of my degree of concern for each item)

#1) Alternative C does not address the wildlife corridor sensitivity the way that one would expect an Environmentally Preferred alternative to do. Those

who commonly use this Moose-Wilson Road know that the most heavily used wildlife area is between Death Canyon Trailhead and the Saw Mill Ponds yet

this NPS Preferred option of Alternative C only aims to reduce that interaction to the equivalent of unknown number of bikes and 200 vehicles per day.

The real solution is to re-align the road as provided in Alternative D and in fact this is the only solution that will serve the long term needs of this important

corridor. I predict that should you decide to go with Alternative C, the road will eventually need to be re-aligned to the Alternative D option and so with the

true legacy of conservation in mind, it makes the most sense to utilize this option D without wasting our time and money on Option C.

#2) Alternative C does not allow for the recognized main use, in my observations, of the Moose-Wilson Corridor Road as both a means to experience the

rustic and intimate nature of this area while moving through it on our way, whether visitor or resident, to the more central and northerly reaches of the park.

In my view, it is myopic to count 200 vehicles per day as end users of this area when most of us will in fact be on the road for an enjoyable 20-25 minutes.

#3) Alternative C negatively impacts the residents and visitors of the region in multiple ways. It does not allow us to make feasible travel plans as we

would not know of our ability to enter the Park in a timely manner through the southern entrance until we are 'before the entrance'. Serious negative

consequences will be incurred by adopting Alternative C because of the then increased traffic turning around at the South Entrance and driving along the

already crowded road back to Jackson and around to the Moose Entrance, the gross negligence this method shows to give to the concept of sustainability as

it will require far more consumptive driving than needs to take place, and it will negatively impact the most major economic engine in this region which is

tourism. There is no way that the businesses on the West Bank and in particular, Teton Village, will not suffer if Alternative C is implemented. The vast

majority of visitors to Teton Village in the summer months enjoy using the proximal south entrance to GTNP and this alternative greatly limits that usage.

As a 15 year resident of Teton Village, I am nauseous at the thought of not having access to the National Park that I moved here to enjoy on a frequent

basis. I am already saddened by the fact that we can not get to the heart of the Park in the winter without driving 50 minutes through the town of Jackson,

and to further take this access away in the summer is disheartening to the point of literally feeling a physiological sensation of loss as I envision this option

and write this letter. On top of the very personal connections I have toward convenient GTNP access, I will add that the economy of this valley will suffer

in other ways not at the moment being addressed in the realm of property value in Teton Village.

#4) Alternative C does not actually provide a 'balance of preservation and public use and enjoyment by exemplifying the conservation legacies within the

corridor' because it does not provide for a tie into the well-loved and used pathways recently constructed in the more central part of GTNP as well as the

pathways now connecting Teton Village to the Town of Jackson to the Moose Entrance of GTNP. How can we honestly say we are balancing public use

and enjoyment when we are ignoring the community's desire to have a connected pathway system? And to add to that, Alternative C does nothing to

provide cyclists a way to more safely cross through the critical wildlife corridor of Death Canyon to Saw Mill Ponds. We have seen grizzly bears use this

zone with enough frequency to have the road closed during last summer for days at a time, so Alternative C would continue to allow cyclists through there

and even in more potentially dangerous situations given the reduced volume of cars that can add safety to a lone cyclist. Truly, re-aligning the road and

adding an adjacent pathway are the only logical way to provide for a balance of preservation and public use.

#5) In my above points, I made the argument for Alternative D while also highlighting what I see as serious problems in Alternative C. Now I would like to

highlight an additional important benefit of Alternative D that has no evidence of existing in the 'NPS Preferred' Alternative C and that is the connection of

people to resources and the promotion of understanding, preservation, and health. Exactly how to we expect to move sustainably into the future if we and

the NPS refuse to adjust to the opportunity of promoting understanding, preservation and health? Is this not the cornerstone and next generation of the

vaguely mentioned conservation legacy touted but not actually addressed in Alternative C? WE must manage the resource this corridor gives us in a forward

thinking manner as opposed to one that restricts usage. By providing increased opportunities for people to get safely out of their car and interact with this

amazing resource, rather than simply drive through it, we will be doing the greatest service to the public and the future stewards of our public lands. As an

example, Alt D provides for increased parking at Death Canyon Trailhead and we all know that getting out of the car and into nature is of more enjoyment

than sitting in a car. Similarly, the historic area of the Rockefeller Preserve and it's trails to Phelps Lake would no longer have a road run through them

inside of Alt. D. Aren't we actually providing for increased conservation legacy by returning this area to a more natural state? As someone who uses the

road almost as much on a bicycle as in a car, I find anything other than Alternative D as disservice to the ability to enjoy the park at the contemplative pace

that a bicycle offers. Yes, in Alt C you would still allow bicycle use and would even pave the unpaved section of road, but this option pales in comparison

to a pathway that is re-aligned to a safer, less frequented wildlife zone.

#6) I have not yet mentioned Alt. A (no action) as I agree that we have come to the usage level where that is not the best choice for the resource. I also have

not mentioned Alt. B because it restricts through traffic during peak use and thereby fails my test for allowing public use in all ways that affect the

economic engine of this community as well as the visitors and residents who choose to enjoy this resource with regularity, nor does it afford a multi-use

pathway.

#7) If you'd like to reduce impact on the resource, I seriously suggest reducing horse use. Horse use is highly impactful especially concerning trailer parking and trail degradation.

#8) I am in favor of the reservation system in Alternative D during peak use periods. If vehicle traffic needs to be restricted, even with the Alt D road

realignments and installation of multi-use pathways, then it is acceptable to put the burden of trip planning on the user if they wish to avoid a potential

waiting period. I do, however, continue to disagree with the total daily usage number of 200 vehicles since in my opinion this is far too low of a number

once it's recognized that some users will park their cars and go on a full day or multi-day backcountry excursion thereby no longer contributing to road

congestion, and others will simply drive through on their way to Jenny Lake or Yellowstone thereby exiting the corridor in well under a half an hour.

Correspondence ID: 2908 Project: 48252 Document: 68894

Name: Heileson, Marv

Address: Jackson, WY 83001

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,15,2016 00:00:00

Correspondence Type: Web Form

Correspondence: Please do not support the widening of the Moose-Wilson Corridor, nor the construction of a new "pathway" alongside it. The position

of Governor Mead and some Jackson Hole politicians does not reflect the views of many local residents. The governor and others are essentially doing

political favors for the big money commercial interests in the Teton Village Resort, whose primary interest is faster access to the Jackson Hole Airport. The

misnamed "pathway" would be another expensive and specialized recreational amenity for a small number of local cyclists who already have many other

recently constructed (at public expense) cycling routes both in Grand Teton National Park and elsewhere in the community. Road widening and bikeway

construction are both inconsistent with the natural environment of the Park and the critical wildlife habitat in it. My preference would be to do nothing but

if something has to be done, it should be your preferred alternative.

Marv Heilesen, Jackson Hole

Correspondence ID:

2909 Project:48252 Document: 68894

Name:

Stark, Jack E

Address:

Wichita , KS 67230

United States of America

Outside Organization:

Retired NPS Unaffiliated Individual

Affiliation:

Member

Received:

Jan,15,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: One of the things that has increased traffic on the Moose Wilson Road is the new Rockefeller Visitor Center and the trail to Phelps

Lake. This will become more and more popular as word spreads. A modest increase in the size of the parking lot should be included in the document to

allow for Management flexibility in the future. Also a provision for the NPS to operate a shuttle to and from the Moose Visitor Center to the Rockefeller as

a possible future measure seems desirable as the beautiful walk to Phelps Lake will grow in popularity and has the potential to become another "Jenny

Lake" NO Bike Path on the Moose Wilson road should be allowed. Jack Stark

Correspondence ID:

2911 Project: 48252 Document: 68894

Name:

Weston, Julia

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,15,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to comment on this important document and the project it analyzes. I am very grateful to the Park

Service for putting the values of wildlife and conservation ahead of the recreational and transportation desires of some elements of the Jackson community.

NPS' preferred alternative is not perfect, but it is better than any of the others. The key factor is that a new paved bicycle/pedestrian track should NOT be

constructed. Hikers and cyclists in that corridor would not only be a danger to the wildlife, but they would be in danger themselves. Among other

dangerous animals are moose and bears including grizzly bears. An acquaintance recently told me that he had seen a huge male grizzly along the road

about two weeks ago. Teton National Park has an incredible, and incredibly valuable, ecosystem which supports wonderful wildlife like no other part of the

country. Preservation of that ecosystem should be the Park Service's primary objective in any project, including the Moose-Wilson Road.

Correspondence ID:

2912 Project:48252 Document: 68894

Name:

Wheelwright, Jim

Address:

Moose, WY 83012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,16,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: My wife and I are 25-year full-time residents of Teton County, who live a few miles south of Moose. We're frequent users of the

Moose\Wilson road and the LSR Preserve. We fully support the Park's Plan C preferred alternative because the wildlife desperately needs the north portion

of the road to be realigned away from the wetlands where moose and bears abound. It's vital that through traffic is restricted during peak hours: the

additional parking at the LSR Preserve and gate is an excellent idea. this will prevent drivers from both directions from using Moose\Wilson as a speedway

to get to either TetonVillage or GTNP's Moose entrance (or the airport, for that matter). People can drive through town or Spring Gulch. Good idea to

restrict commercial use of the road,including taxis and tour buses.

UNDER NO CIRCUMSTANCES SHOULD WE DESTROY TREES AND HABITAT TO PAVE A PATHWAY FOR BICYCLISTS!! We should focus

on the National Park's mission to preserve GTNP for future generations. How can an additional 8.6 acres of pavement benefit habitat and wildlife? Also,

it's a myth that bicyclists do not disturb wildlife. We live on the elk and moose migration corridor and every spring and fall,we watch those critters scatter

when bikes peddle by as well as cars.

We are very grateful to GTNP for its thorough analysis and explanation of each Alternative. Clearly, tremendous effort and thought went into this report

and consideration of the various alternatives. Thank you for letting us review them and give our input. Please do the right thing for the park and the public

at large and not give in to the Teton Village commercial greedheads and to the bicyclist special interests. Thanks for your diligence and public service.

Correspondence ID:

2913 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Alta, WY 83414

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,16,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Concerning the Moose-Wilson corridor mgmt. plan, how about a combination of alternative plan B and C with the addition of shuttle

buses instead of continuing to allow individual vehicles. The main point of plan B being the realignment of the road away from the wetlands; and in plan C,

replace the emphasis on individual vehicle traffic to shuttle buses only, at least during peak summer times of day.

I'm in favor of doing what is best for the wildlife and the native environment, and in doing so, that will inherently create a quality human visitor experience.

There was a very good article in the Jackson Hole News & Guide, December 16, 2015, the Guest Shot, on the Opinion page by Luther Propst. He is also in

favor of using shuttle buses and brought up some good points, including using existing parking at the Stilson lot, Jackson Hole Mountain Resort, the

Lawrence S. Rockefeller Preserve, the Grand Teton National Park visitors center, and the Jenny Lake parking lot. The horrific parking crowding at Jenny

Lake could be greatly helped if people parked at the Stilson lot for example and road a shuttle bus to Jenny Lake.

Thank you.

Correspondence ID:

2916 Project: 48252 Document: 68894

Name:

Korelich, Greg

Address:

Santa Rosa, CA 95401-3605

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,16,2016 17:46:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Greg Korelich

Correspondence ID:

2917 Project: 48252 Document: 68894

Name:

Smith, Jared

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,16,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to comment on this important proposal.

I have been a part-time resident in Wilson for 60 years and have traversed the Moose-Wilson corridor countless times. Our family spent many summer and

winter days on the Murie Ranch with Mardy, Louise, Adolf and others as we grew up in the valley. Based on the values instilled by the Murie family, we

feel strongly about preserving this environmentally sensitive corridor. The legacy of the Muries and Rockefellers and their commitment to preserving the

wild places we love is in the hands of Park Service decision makers and we applaud your leadership.

NPS staff should be congratulated on this NEPA process and selection of Alternative C as the preferred alternative. This is one of the most environmentally

sensitive roadway corridors in the country and merits special attention as it has become more and more popular as a destination. The NPS is wisely

applying the NEPA process and mission of the Park Service. Other interests have continued to apply tremendous pressure to further develop this corridor

which is no different than past historic pressures on the Grand Teton National Park area in the early days of its creation. Please hold firm and honor those

who have fought to preserve the Park for future generations.

As a transportation/transit planner and engineer with over 30 years of experience, I have observed decades of poor transportation planning and intense

development in Jackson Hole resulting in false choices being forced on the community and Park Service. As pressure on Highway 390, and Highway 22

capacity has increased, some with vested economic interests believe the Moose-Wilson corridor should be part of the "pressure release valve" that

accommodates access to the valley roadway network and the Jackson Hole airport.

The Park Service has no obligation to accommodate increased traffic pressure due to poor transportation planning on the part of the County and State.

There have always been other alternatives including increased transit service and a new north bridge corridor connecting Teton Village to the Airport area.

Some say the north bridge corridor would be too environmentally sensitive to build but surely, in comparison to further capacity expansion of the Moose-

Wilson Road corridor, there is a quantum difference in terms of environmental impacts.

The Park Service should hold firm regarding your mission and not succumb to political pressure - either from vehicle capacity increase advocates nor

pathways advocates. There is a place for wise expansion of both roads and pathways but the Moose-Wilson corridor is not the place for either. There is just

too much wildlife in the corridor to accommodate more people. Alternative C's focus on numbers of people in the corridor at any given time is the correct

focus and will help provide balance and reduce conflict with wildlife. Pathway development would do the opposite and very likely result in unacceptable

and dangerous wildlife conflicts - especially between bicyclists and resident grizzly bears.

Please hold firm on Alternative C as the balanced, preferred alternative and also consider ongoing monitoring as well as better use of transit shuttles as part

of the solution as demand increases.

Thank you,

Jared Smith

It's obvious with a general regard for our county, and specifically toward the FATE of the Moose-Wilson corridor, a fragile and fiercely protected area, that

JHMR has its own agenda as does the state government, which happens to rely heavily on Teton County for its revenues especially at a time when oil and

gas dollars are scarce. Both clearly want to protect their financial interests here in JH.

Not surprisingly the two entities seek to promote tourism over and above anything else.

As you all are fully aware, tourism is still a strong contributor to our economy but it certainly isn't the main driving force.

This has been obvious for years. Our valley thrives today because of wealthy homeowners who spend a lot of money in our town and because of

professionals who've moved here to enjoy our lifestyle while able to work remotely.

Our valley IS NOT dependent on tourism as its sole economic driver any longer.

Our valley's survival, however, is driven by the people who live here.

Ruin the valley, destroy wildlife, ugly-up the special places and retreats here, screw our environment and NO ONE will choose to invest their dollars and

seek the lifestyle of this place.

If you choose to still believe that backwards notion that we are a tourism-based economy, then at least concede that if we destroy our wildlife in

incremental steps - little by little eroding at the natural habitat and wilderness values of this place we call home - we will sell out the values that have drawn

us all to JH to begin with.

PLEASE - Don't sell us out.

Don't sell yourselves out - you live here too.

Please ... Incrementally protect the wildlife values that this community - comprised of the locals who live here, not special interest groups who have a

personal agenda that involves money making - has overwhelmingly demonstrated in public comment, actions and impassioned belief systems that it wants

to support, preserve and protect wildlife and habitat above everything else. Because without that, you have a crappy place to live. Might as well move

somewhere where the living is easier.

JHMR and that attempted closed meeting with Gov. Mead was a sorry attempt at levying revenue power over the values of our local residents.

We are NOT like the rest of this state, and never will be unless we sell ourselves out.

Please, please, please don't let that government power-play sway your decision making.

We residents count on you to represent our views and values -not those of a powerful corporation that pays pathetically low wages to its employees and

solely exists to generate revenue here.

You all know that LIFE isn't all about revenues.

Quality of life, however, IS all about clear and ethical decision making, when it comes down to living in such an amazing place as our valley.

Protect the beauty here and wildlife for future generations of ours and for the public to gently and respectfully enjoy.

Make one small step and vote to back Teton Park's preferred alternative, which places wildlife values above all else.

All important steps in life are small ones that lead to great - or terrible - things.

Thanks,

Melanie Harrice Arndt

Longtime second generation Kelly resident and former owner, co-founder, of Jackson Whole Grocer, among other things -- probably some that shouldn't

be mentioned.

Correspondence ID:

2919 Project:48252 Document: 68894

Name:

Harkness, Carol J

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,17,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: When we have visitors from out of the area during the summer, we're sure to visit the Rockefeller Preserve to hike. That means that

we spend 10 to 15 minutes waiting in line in the car to get into the park. This is clearly environmentally undesirable, and it would seem that it would only

get worse under alternative C.

If you're going to limit visits, and in any case on the Teton Village end, some serious thought needs to be given to how to stage visitors at the end of the

Moose-Wilson Road. Having them wait in their cars makes no sense at all.

It seems to me that this is a perfect opportunity to institute bus service (small buses). They could load at the Thomas Visitor Center in Moose and in the bus

loading area in Teton Village, which would give visitors something to do while they wait for their bus to leave. It would limit traffic on the road and

improve safety for both pedestrians and bicyclists since bus drivers would know the road, not be in a hurry, and wouldn't need to spend as much time

looking at the scenery. It would provide better opportunities for education along the way.

I've greatly enjoyed the bus service provided in other National Parks (Denali, Zion, Grand Canyon, Yosemite, etc.) and have long wished that Grand Teton

did more in this vein.

In any case, it's clear that pedestrian safety needs to be improved along the road. People stop and get out of their cars, in spite of the attempts to limit the

practice. People on the hiking trails cross the road, but many cars pay no attention to the warning signs at the crossings.

It would be a great place to bicycle if it were safe, but I avoid it because I feel as if I'm taking my life in my hands to be on a bicycle on that road at the

moment.

Correspondence ID:

2920 Project:48252 Document: 68894

Name:

Harrington, Kim

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,17,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: To Whom it may concern:

I am 100% i favor of leaving the Moose-Wilson road as close to its current state as possible. This road is one of Jackson Holes Gems. There is no place in

the whole valley like it. Why does the park service want to make it like every other place. The value of the Moose-Wilson road is in its wildlife. As soon as

construction starts, the natural environment is gone. I have lived in Wilson all my life. To change this beautiful natural corridor would certainly be the end

of a safe haven for many species that call it home in the summer and fall. Its a very important corridor for migrating elk. If any drastic change would

benefit the road the most it would be to close it to motor vehicles. I am in favor of option A- Do nothing.

Correspondence ID:

2922 Project: 48252 Document: 68894

Name:

Melville, Chi

Address:

Alta, WY 83414

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,18,2016 12:02:28

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to comment on the Moose-Wilson Draft EIS. While there are some good elements in your preferred

alternative, I have to say it looks like a missed opportunity.

The proposal doesn't adequately address current traffic problems let alone future ones. The idea of building two large queuing lane areas at each end of the

road is rather odd. Not only will you be impacting/paving over two large areas of native vegetation, you'll also likely increase vehicle emissions from idling

cars and pickups - guys with diesel trucks just hate turning off their engines.

This is an opportunity to introduce a shuttle service to the park, something that can be built on to help alleviate parking and congestion problems in other

areas of the park, such as at Jenny Lake, which is already over capacity much of the summer. A shuttle service would not only eliminate the need for the

odd queuing lane idea and the negative impacts that would have, a shuttle service could also eliminate the creation of the two new large parking lots

proposed for Granite Canyon and Death Canyon trailheads - that's four, new, large areas you plan to create just for vehicles - that's a large and unnecessary

impact which would result in the removal of significant amount of native vegetation. Having folks park their vehicles outside the park and ride a shuttle to

the trailheads would have much less impact on park resources than the proposed Alternative C. This has been done successfully in other parks, notably at

Acadia NP, and would be a good solution for Moose-Wilson.

Alternative C also proposes superseding/eliminating the already approved pathway and just let bicyclists and pedestrians share the road with vehicles. That

sounds fine on paper and frankly would work for me, but it doesn't address the need of less experience bicyclists including families with children, which

there certainly will be on the road. It also doesn't address the needs of pedestrians - the park should be looking for ways to encourage people to get out of

their cars and not create more facilities for vehicles. The proposal states you will "reduce the speed limit along Moose-Wilson Road to 20mph to improve

bicycle safety", but all I can say about that is good luck! Without physical traffic calming structures to force vehicles to slow down, just posting a speed

limit is unlikely to have much effect - all one needs to do is look at the number of cars, SUV's and pickup trucks which blow through the flashing radar

signs near the Taggart parking lot without slowing down. And if you're concerned about bears and pathway users, just require them to carry bear spray.

You should approve a separated pathway.

I hope you are willing to reconsider your preferred Alternative C and look at the negative impacts pursuing it would have. I also hope you use this

opportunity to plan for the future rather than propose a modified status quo as you've done. This plan should be more than just another automobile centric

plan for getting visitors into the park.

Thank you for your consideration,

Chi Melville

Correspondence ID:

2923 Project: 48252 Document: 68894

Name:

Collins, Richard

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,18,2016 15:35:15

Correspondence Type:

Web Form

Correspondence: I support Option C, the NPS preferred plan for the Moose / Wilson road as a good compromise. I do think, however, that paving the

unpaved section of the road will result in higher vehicle speeds even with a lower posted speed limit. Washboard makes the best speed bumps. Thanks for

encouraging my input.

Richard Collins

Correspondence ID:

2925 Project: 48252 Document: 68894

Name:

Bourdeaux, Ellen D

Address:

Jackson, MS 39202

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,18,2016 16:53:34

Correspondence Type:

Web Form

Correspondence: I support the government's position concerning Moose-Wilson Road.

There is no place in any national park for speeding traffic, and that will be the result of one of the proposals. It is important that the road is twisty and

narrow as it is a traffic-softening device, which will protect wildlife. Additionally, the road needs to stay against the hill so that traffic will make less of a

visual impact.

Tourists look for authentic experiences, and substantial changes in the Moose-Wilson Road will rob tourists and locals of that kind of experience.

Correspondence ID:

2927 Project: 48252 Document: 68894

Name:

Sakoda, Kent

Address:

Honolulu, HI 96826

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,18,2016 18:23:03

Correspondence Type:

Web Form

Correspondence: Aloha Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Kent Sakoda

Correspondence ID:

2929 Project:48252 Document: 68894

Name:

Brown, Jessica

Address:

Indianapolis, IN 46254

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,19,2016 18:00:08

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Jessica

Correspondence ID:

2930 Project:48252 Document: 68894

Name:

Barrasso, John

Address:

Washington DC, DC 20510

United States of America

Outside Organization:

United States Senate Federal Government

Affiliation:

OfficialRep

Received:

Jan,19,2016 00:00:00

Correspondence Type:

Letter

Correspondence: January 12, 2016

Jon Jarvis

Director

National Park Service

1849 C Street NW

Washington, DC 20240

Dear Director Jarvis,

I would like to raise a number of concerns that I have with the Moose-Wilson Corridor Draft Environmental Impact Statement.

After many years of study and a cost of \$5 million, the preferred Alternative C falls short of expectations and creates a missed opportunity for establishing

an enduring policy that allows access and enhances pedestrian safety while at the same time protecting the corridor and wildlife. Including a separated

pathway would resolve the issue of increasing safety for non-motorized users. Secretary of the Interior, Sally Jewell, has committed herself to ensuring

open access to our national parks, encouraging visitors from all walks of life to visit America's national parks. Secretary Jewell has also actively promoted

the Every Kid in a Park program in an effort to get more kids to visit national parks. The park's plan is inconsistent with improving pedestrian safety and

increasing access.

While I am pleased that the park has abandoned the original effort to close the Moose-Wilson road, the preferred alternative will work against the spirit of

access. It will create unnecessary and significant traffic congestion in the Town of Jackson by limiting the number of cars to 200 vehicles during peak

hours. Restricting access to the park will have consequences that will spill into the communities surrounding the park by diverting hundreds of idling cars

into already congested areas. The alternative also does not take into account approximately 160 parking spaces within the corridor that will count against

the 200 car cap. Once again, the preferred alternative will limit access resulting in long lines of idling cars waiting to enter the park.

It is also important to note that the preferred alternative does not include a plan to implement a transit system. One of the study's objectives was to reduce

traffic on the road. A transit plan should be part of the solution. Since 2007, the park has acknowledged that creating a transit system should be studied.

This environmental review is the appropriate time to address this issue. The preferred alternative mentions addressing transit in the future. Mentioning

transit in the future is one notion but creating a plan for the future is another. The gateway communities of Grand Teton National Park have been ready to

partner with the National Park Service to establish a transit system. By not including a transit plan, the park is effectively leaving private money and

cooperation on the table at no expense to the taxpayer.

As the Park Service moves through the public comment period toward a final EIS and record of decision, I hope you will consider incorporating these key

elements.

Thank you for your service to our nation's national parks and treasures and I look forward to working with you on these matters.

Sincerely,

John Barrasso, M.D.

United States Senate

cc: David Vela, Superintendent, Grand Teton National Park

Moose-Wilson Planning Team

Correspondence ID:

2932 Project: 48252 Document: 68894

Name:

Quast, Richard D

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,19,2016 00:00:00

Correspondence Type:

Letter

Correspondence: To: Moose Wilson Planning Team

Subject: Moose Wilson Corridor Plan

Gentlemen -

I would like to make a brief comment on the subject plan.

I am a resident of Wilson, WY and I am familiar with the Moose Wilson road having traveled it frequently to access the Death Canyon road and the

Western Center For Historic Preservation (White Grass Ranch).

My preference of the 4 plans prepared by your team would be Alternative A but I realize this plan will not happen. Therefore my preference is Alternative

C with one suggested change:

* Reduce the size of the Death Canyon parking area. Do not turn [th]is area into another LSR Preserve parking lot with all its congestion.

I am grateful that Alternative C does not include a bicycle path. Enough is enough!

Richard D. Quast

P.O. Box 1504

Wilson, WY 83014

chquast22@gmail.com

Correspondence ID:

2933 Project: 48252 Document: 68894

Name:

Newcomb, Anne

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,19,2016 00:00:00

Correspondence Type:

Letter

Correspondence: Grand Teton National Park

ATTN: Moose-Wilson Planning Team

PO Drawer 170

Moose, WY 83012-0170

Dear Moose-Wilson Planning Team,

I prefer Alternative B (if I am reading your web site correctly.) I like it that the Moose-Wilson Road area is considered a destination and would be managed

for wildlife and scenery. I whole heartedly agree with moving the north end of the existing road away from the Saw Mill Ponds and phasing out the

commercial horse riding in this area. It is also good to move the road away from the wet lands. I've worried about those wet lands for a long time. It's also

good to put the Death Canyon parking lot closer to White Grass and turn the remaining road into a trail.

It would even be a good thing to close the road altogether just north of the wet lands and not have continuous passage. The Rockefeller Preserve and Death

Canyon could be accessed from the south, thus allowing Teton Village to say they have special park access. The Murie Center and a little area east of the

ponds could be accessed from the north. Or some variation of that.

It's okay with me to have a bike path from the south to the Granite Canyon parking lot. That's dry, open country, with clear line of sight. But no bike path

any farther north than the Granite Canyon parking lot. Absolutely. There are plenty of biking and recreational opportunities in the area. We don't need to

despoil the park and frighten wildlife to make more.

Grand Teton National Park is just what it's name implies. A sacred trust that is held for the people of the United States of America.

I do worry that you will have problems closing the road at "peak times". It might be better, as I said above, simply not to have through access. Then the

situation is clear and there will not be disappointment and frustration.

Thanks for your hard work.

Anne Newcomb

vehicular or cyclist.

We think that the concept of re-framing the M-W Corridor as a destination has merit, but could be done with programmed handouts at the entry gates.

From our equestrian perspective, we are pleased that you recognized the important riding trails network north of the Preserve. We strongly oppose any

preclusion of trailers in the Sawmill Ponds lot or the elimination of the important horse trail from the Sawmill Ponds lot to Sky Ranch.

We need the continued horse trailer parking at Poker Flats, at White Grass junction and at Sawmill Ponds Overlook. If you re-vamp the Poker Flats trailer

lot including a short length of berm-side overflow parking, we can get by without trailer parking in the Granite Canyon lot.

While we support Alternative C with the traffic control at the entry gates, we would appreciate that horse trailers could bypass the south-end peak period

queue, either in the admin lane or by parking on the side of the RLazyS entry road.

Finally we want to applaud you for putting highest priority on the natural underpinnings of the GTNP experience in the face of those want to either create

an easy extension of the resort, or want northern transit convenience, or desire an added redundant and very disruptive cyclist lane.

Sincerely,

Kimber Jones

PO Box 9076

Jackson, WY 83002

Correspondence ID:

2935 Project: 48252 Document: 68894

Name:

Carruth, Vance

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,20,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I have been a year round resident of the Jackson Hole community since the early 1970's and worked as a Seasonal Park

Ranger/Naturalist in Grand Teton National Park, headquartered in the Moose Visitor Center, in Moose, Wyoming. It has been one of the highlights of my

life to be able to experience this place that I have called home over the past 53 years! I consider it an obligation to submit my own personal comments on

the Preferred Alternative Recommendations to GRTE Moose-Wilson Draft EIS project.

The preferred alternative C, in my opinion, is a well thought out plan that reflects most of the objectives the Park Service Mission Statement envisions. It

strikes a balance between protecting the natural , cultural, and biological habitat needs while at the same time allowing for visitors to experience and learn

about the diversity of Grand Teton's Moose-Wilson Corridor. Limiting the number of cars in the corridor to 200 at any one time and reducing the speed

limit to 20 mph and paving the unpaved portion of the corridor are all important improvements needed to enhance safety and protection of wildlife. In my

opinion, the addition of speed bumps in appropriate locations to ensure fewer violations of the posted speed limits, especially in sensitive wildlife crossing

areas should be added.

Traffic volume and available parking for excessive numbers of visitors to Grand Teton National Park if projected into the next decade would seem to me to

be something that needs to be looked at critically in terms of allowing more and more private and commercial vehicles onto Park roads. Could I be so bold

as to propose that in the case of the Moose-Wilson corridor consideration be given to introducing a trial shuttle service as the main source of transportation

into and out of the corridor, with exceptions being made for backpackers, and horseback riders that could be issued overnight parking permits to access

trailheads within the corridor? Parking would also need to be provided at the Teton Village Entrance Station for those wanting to take advantage of the

shuttle service from the south entrance. The shuttle vehicles (and I do not envision large busses, but trolleys or something more along the line of trolleys

like many cities use for visitors touring who wish to get on and off at various stops}. If this service began outside the Visitor Center there would be no need

to relocate the portion of the Moose-Wilson road from its current location. A gate just west of the Murie Center Road entrance could be used instead. There

could be a timed schedule posted at the VC for folks to check into and pick up Park provided free passes for whatever time slots were available if it is

found that too many riders are unable to get seats on a scheduled shuttle. Folks could visit other points of interest while waiting, either by car or by walking

(for example they could walk to the Menor Noble Historic District, walk to the Murie Center or the Chapel of Transfiguration, or get lunch at Dornans, or

even drive to locations between the VC and Jenny Lake. It would seem to me there would be plenty of ways to administer this kind of system that would be

more sensitive to the habitat and wild character of the Moose Wilson corridor that would get people out of their cars and onto electric vehicles or some

other less polluting forms of transportation. Climate change is a reality that will more and more affect us all!

I feel uncertain about allowing bicycles on this narrow winding road through black and grizzly bear habitat. Safety and protection of wildlife habitat should

be the number one consideration here, and there are many other areas throughout Jackson Hole and Grand Teton National Park where bicycles are already

allowed. I would like to believe we could keep the Moose Wilson corridor free of another form of recreational activity that could easily conflict with the

movements of wildlife, especially in some of the forested portions of the corridor.

Finally, having worked at the Moose Entrance Fee Station, I always felt that having the Fee Station located west of where the Visitor Center is located

made little sense. Many, many times people would stop at the entrance station and want to ask questions regarding the Park. Due to the large volume of

vehicle back ups, these visitors had to turn around and return to the VC in order to get the information or permits they needed or wanted after already

waiting in line once, they were then forced to once again get back in line to re-enter through the entrance station. As a long time resident in this community,

to me, it would be far better to move the Fee Station to either the west or east side of the Snake River where the bridge is located in Moose. This would

allow visitors to pay their Entrance fees, get their seven day pass, a map, and other materials that are handed out at the Entrance stations and then proceed

to the VC where they could get any further information and perhaps see the film on the Park that plays there on a regular schedule and learn from the other

amazing exhibits that are housed in this state of the art facility. There is plenty of Parking available that could be expanded if necessary. Here again, if a

shuttle system were introduced to access the Moose Wilson corridor, visitors would already be parked and able to board one of the shuttles.

I do believe the future of the National Parks is very much dependent on how the Park Service goes about balancing visitor volume and traffic in the most

efficacious ways possible. Similar programs have been introduced in Zion and Yosemite which suffer from similar high volumes of motorized, pollution

producing, vehicle traffic. The beauty of all these suggestions is that it offers multiple ways to better inform the public of what their National Parks are all

about and if Park Service Naturalist Interpreters could be on board the shuttles, or at the various stops on the route, visitors could learn more and have a

better appreciation and understanding of all the Park's geological story as well as its biodiversity. This, for me, achieves some of the best most positive

experiences a visitor should expect from a visit to THEIR National Park!

By keeping all of the infrastructure confined to the area around Park Headquarters in Moose there would be less disturbance of the natural features

surrounding that already intensely developed area. It might take a widening of the road between Dornans Road turnoff and the Snake River Bridge to 3

lanes (2 lanes westbound, 1 lane eastbound) to prevent the back up of traffic in line to enter the Park, but I have great confidence the Park would work out

the needed details to make this a workable solution to the above mentioned consolidation of activities to one area without disturbing a wider area

unnecessarily.

I want to thank the Park Superintendent and his staff for allowing an extension of the deadline for submission of these public comments and I look forward

to continuing to be informed of the progress towards a final draft of this project to create a plan that will further secure the Mission of the National Park

Service to preserve and protect, as far as possible, the natural and cultural features of Grand Teton National Park, with as little disturbance as is humanly

possible, for the enjoyment and education of the American people. Our National Parks are indeed America's greatest gift to the rest of the world!

Correspondence ID:

2936 Project: 48252 Document: 68894

Name:

Tallichet, Catherine A

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,20,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: My husband, Tim P Oakley, and I are in favor of Alternative C.

We have horses, and have been riding the Moose-Wilson Corridor for many years. Last summer we rode it over 10 times. We usually ride several times a

week, so in addition to the corridor, we also rode in other parts of the Park, The Tetons, and the Gros Ventres ranges. We ride all winter in the Heritage

arena to keep our horses in good physical shape so that when Spring comes, we are ready.

One reason we love the corridor, is because that area is mostly river bottom and granite. The Gros Ventres are clay, and in the Spring, they are treacherous.

The corridor, dries out quickly, and is very safe to ride. In addition, in the fall during hunting season, it is also safe to ride at that time too to avoid hunters.

Riding it as much as we do, we really appreciate the various loops. It never gets tiring. We also clear downfall when ever we can. If a trail is washed out,

then we'll send in a notification to the park, but mostly is just trees down. Its so amazing to ride in that area, to ride in the fall just before sunset and hear the

elk bugle, or watch the bears eat berries in the late summer. We take advantage of the hitch rails at the Rockefeller Center, and at Phelps Lake whenever we

can.

There really isn't any place as beautiful as the Moose-Wilson Corridor. We have noticed tire tracks of bikes and or motorcycles. I hope that they have

belonged to park personnel, and not poachers going off road.

We enjoy the park somewhere between 30-40 times a year. Sometimes its in the corridor, sometimes at the various lakes. Please, watch over our favorite

place...

Correspondence ID:

2938 Project:48252 Document: 68894

Name:

Contreras, Cristian

Address:

Bell, CA 90201

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,20,2016 19:58:43

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Cristian Contreras

Correspondence ID:

2939 Project:48252 Document: 68894

Name:

Ottman, Jayne

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,20,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: But I must say that this comment made by Becky Hawkins sums up everything I wanted to say so please consider this my comment

as well.

Thank you for welcoming comments

I applaud the Park for not caving in to the special interest groups that are pushing for a separate bike path along the MW Rd. There already is a paved bike path to and within GTNP.

I am a bike rider, consider myself concerned about the environment, and have lived in Teton County for over 30 years. There is nothing environmental about cutting down countless trees, disturbing natural resources including wildlife and 'paving paradise with a pathway' all to suit the needs of a few.

Of the alternatives proposed, I agree with the park's choice. However, I would like to see one-way traffic to the north on the MW Rd. This would solve

several issues: 1) it would be safer for bikers to ride along the road, also one-way, to the north, and there would be no need for a separate pathway. 2) It

would drastically reduce congestion and conflict between north and south bound traffic. 3) It would eliminate the need to widen or re-route the road 4) it

would be much less expensive, eliminating the need for a kiosk at the north end of the road and decrease the wait (and car engine idling) while waiting in

line to enter the park if the quota plan was in place. 5) it would drastically reduce the number of taxis from the airport coming through from the airport,

adding congestion and impatient drivers.

I am concerned about the cost to implement a daily quota system, widen or re-route the road, and the subsequent delay and idling that would occur with

cars waiting. Currently the wait is ridiculously long in the peak summer months, it will get worse with this plan and doesn't solve the problems.

The MW road is in GTNP and is not a public county road and therefore should not be controlled or have dictated use by the county. The county and state

(and Teton Village) need to stay out of this discussion.

Correspondence ID: 2940 Project: 48252 Document: 68894

Name: de Castro, Brian

Address: South Orange, NJ 07079

United States of America

Outside Organization: Gore4.com Unaffiliated Individual

Affiliation: OfficialRep

Received: Jan,21,2016 00:00:00

Correspondence Type: Web Form

Correspondence:

Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

I have visited the Grand Tetons not too long ago, and I am aware of this corridor and what it means. I also believe this incredible park needs proper

management for its diverse flora and fauna, and so it can be enjoyed by people.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Brian de Castro

South Orange, NJ

Correspondence ID:

2941 Project:48252 Document: 68894

Name:

Elinsky, Emil

Address:

Phoenix, MD 21131

United States of America

Outside Organization:

Retired from FWHA, ASCE Unaffiliated Individual

Affiliation:

Member

Received:

Jan,21,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Sir, Thank you for making available to the public, for comment, the Moose-Wilson ////corridor Draft Comprehensive

Management Plan/Environmental Impact Report.

Plan/EIS

I have reviewed the four alternatives presented in the Draft Plan/EIS. I fully support alternative C as the preferred alternative.

Alternative C would provide for needed improvements at the entrances to the park thus minimizing the frustration experienced by persons wishing to enter

the park.

By not relocating the portion of the existing roadway, as presented in Alternatives B and D, it would preserve existing undisturbed land and enhance

existing wildlife..

Paving the unpaved portion of the roadway, making minor realignment adjustments, providing additional parking lots and improving the existing parking

lots would contribute to relaxation and enjoyment of the park.

Reducing the speed limit to 20 mph would not only contribute to bicyclists' safety but also to motorists' safety.

Although not included in this alternative, constructing a multi use pathway as presented in Alternative D, is a bad idea. It should not be considered in any alternative.

Limiting the current development scheme to existing facilities is positive.

Thank you again for allowing the public to comment.

Emil Elinsky, PE

Correspondence ID:

2943 Project: 48252 Document: 68894

Name:

cook, doug

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,21,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: As someone who commutes on my bike daily from Jackson to Teton Village for work, I regularly take the Moose-Wilson road on my

way home. I really enjoy the views and wildlife possibilities on the way (and yes I've had many bear interactions along the way without issue...they always

seem more interested in their food scavenging and rarely bat an eye at me...including both black and griz!). I actually like the dirt section, because it limits

the speed on that section by cars. I will look forward to asphalt for riding quality, as proposed by your chosen Alternative, but I'd really feel much safer if

there was a bike path accompanied into the plan. I'll ride it either way nonetheless, but I have numerous other co-workers and friends who would love to

ride this section of road to join up with the Moose-Refuge pathways, but they're too worried for their safety. Instead they usually drive. Please consider a

pathway if possible. What a commute it'd be; what a way for people to see our beautiful park.

Correspondence ID:

2944 Project:48252 Document: 68894

Name:

James, Shay

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,21,2016 00:00:00

Correspondence Type:

Letter

Correspondence: To: Moose Wilson Road Planning Team,

I am a long time resident of Jackson Hole and Grand Teton National Park. I have driven the Moose-Wilson

road many times and wish to comment on the plan for it.

I fully support the Park Service's Preferred Alternative C.

Realigning the northernmost section would allow all vehicles access through a manned gate.

Improving the road conditions along and adjacent to the wetlands would still give park users access to wildlife viewing and, I am assuming, solve some parking issues.

Reconstructing and paving the lower half of the road is acceptable as long as vehicle speeds are lowered.

I think limiting the number of vehicles allowed is essential, especially during the busy summer months of July and August. This has worked for the LSR Preserve and has helped to maintain that center as a special and quiet spot.

I personally do not feel bicycles should be allowed and if they are, should also be limited in the busy

summer months also. I do NOT support a separate bike lane. There are plenty of bikes lanes available in the valley and I do not feel they need to connect through this corridor.

Thank you for your work on this plan and for allowing all the public input. I think your proposed alternative is the best way to go in this special part of Grand Teton National Park.

Shay James

755 E. Paintbrush Drive

Jackson, WY 83001

Correspondence ID:

2946 Project:48252 Document: 68894

Name:

Henderson, James M

Address:

San Diego, CA 92129

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,21,2016 18:01:11

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

James Michael "Mike" Henderson

Correspondence ID: 2947 Project:48252 Document: 68894

Name: Fischel, Melanie

Address: Tetonia, ID 83452

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,22,2016 00:00:00

Correspondence Type: Web Form

Correspondence: I prefer Alternative B.

We've been using this road for over 30 years and agree that it has now become too much of a "thoroughfare". I think that it would be less so if there were

no completely through traffic allowed, with the exception of bicycles. Visitors would choose to enter from the north or the south depending on their

destination plan, e.g. hiking Granite Canyon or Death Canyon; hiking in the LSR Preserve; or viewing/photographing wildlife. This would be an initial,

less expensive way to address some of the issues. If problems continue, then a more restricted plan could be instituted.

Correspondence ID

Name:

Baerwald, Rich

Address:

Moose, WY 83012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,22,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: In my opinion, the alternative 'D' is preferred. For the purpose of furthering the long term, for decades to come, the overall resource

protection. Of both wildlife, bears, moose, beaver, waterfowl and the clear waters, willows within and adjacent to the current road alignment. Alternative

D, as I prefer, promotes a future without constant overcrowding of wildlife photograph tours stopped in the roadway, rather it allows turnouts for visitors to

stop in, a distance leagly allowed by the NPS . In alternative D, the Death Canyon T?H. Is improved not abandoned which promotes historic use value,

rather than adding mileage to the trail and thus discouraging a less fit, older user group from entering the backcountry and seeing Phelps Lake. It is time to

look ahead to alternative modes of travel, non motorized, bike paths, seperate from motor vehicles will be the single most enjoyable way to see and

connect with the wild parts of the MooseWilson corridor. Hiking, biking, walking, skiing, snowshoeing etc.. In silence, without fear of a car hitting me and

my family. The overall pathway connection to the community will bring Grand Teton NP into the National picture a s a leader in community, fossil fuel

free visitation, buisness minded cooperation, transportation plan implementation as a means of limiting global warming. Please consider my comments

regarding the future of the MW corridor. Alernative D.

Correspondence ID:

2949 Project:48252 Document: 68894

Name:

Pruzan , Aaron

Address:

Wilson , WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,22,2016 11:39:04

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to comment and for the hard work the planning team has done on this project. I am a regular user of the

Moose/Wilson Corridor in all seasons. My family and I enjoy cross-county skiing there in the winter. I use the road to access backcountry skiing on

Prospector, Albright, 10,696 and other areas in the winter and spring. My whole family enjoys biking along the road and hiking from its trailheads in the

summer and fall.

Concerning the preferred alternative put forward by the National Park Service, I am very disappointed by the lack of vision or creativity in this document.

Particularly considering the amount of time and public money spent on this process. The NPS continues to focus its energy on facilitating automobile travel

and making cars its preferred means for the public to experience our parks. While the automobile helped introduce people to National Parks back in the

1950s, the time has come for this trend to change and Moose-Wilson Road is an ideal place to do just that.

The current proposal of one vehicle in and one out and creating a queue at each side of the road will lead to more congestion and many idling vehicles. This

is already the case at the LSR Preserve. I have witnessed from my bicycle, on numerous occasions, a line of vehicles sitting, idling and waiting for a

parking place. Not a great way for guests to our valley to experience GTNP nor is it good for our air quality. The NPS exacerbated the issues of congestion

on Moose-Wilson road by placing the LSR right in the middle of it. A tribute to Lawrence Rockefeller and the Rockefeller family for their amazing

contributions could have been in several other places in the park that would not have adversely affected this corridor. When the JY Ranch existed it did not

nearly attract the traffic volume that the LSR attracts. Now we have an opportunity to make this right and the answer is buses and bicycles.

My proposal is simple and requires little additional infrastructure.

1. Beginning when the road opens in May, Moose-Wilson Road will only be open to private vehicles before 7 a.m. and after 8 p.m. This will allow mountaineers or hikers who want to get an early start to do so. It will also allow those who want to get up early to view wildlife to drive through. This timing could be adjusted to fit actual needs. If we find that individual auto traffic is still a problem, then the closure could be earlier. If traffic is light the road could close to private vehicles at 8 a.m. and open again at 7 p.m. for example.

2. Transit - few places in Yellowstone or Grand Teton are better suited for a bus system than the Moose-Wilson Corridor. We have a willing partner in the Jackson Hole Mountain Resort and the Teton Village Association that conveniently have a huge parking lot immediately south of GTNP. They also have buses that are little used in the summer and could likely be used for summer visitors. Park guests arriving after the road closes for the day can park at Teton Village and ride to bus stops at Granite Canyon Trailhead, LSR, Death Canyon Trailhead, Moose or simply enjoy the views without having to drive. Again, conveniently, there is a large parking area at Moose where guests could load buses and access the corridor from the North. In addition, the bus could even go up to Jenny Lake from Moose and further reduce vehicle traffic. Guests staying at Teton Village would have an incredible opportunity to walk to the bus stop, get dropped off in the park and do amazing hikes back to their hotel and not even get in a car! Imagine that, Teddy Roosevelt would be proud! If there is a concern about the safety of Park guests at the bus stops, simple, secure bus shelters could be constructed that will give protection from the elements and wildlife.

3. Bicycles - To quote my six year old daughter as we were using bikes to access the LSR, "Daddy, there should be a bike path here." Let's follow the wisdom of children and allow Park guests to experience this amazing corridor by bicycle. Without the hazard of numerous private cars and with only having buses piloted by drivers who know the road, we will not need to build an extra lane. There may be a few logical places to widen the road slightly but otherwise just adding a rubber or log curb to designate and protect bikers and pedestrians will be sufficient. Bus schedules will be coordinated to

minimize conflicts with north/south traffic and the need for excessive widening of the road. With easy access to bicycles for both residents and guests,

combined with the fact that pathways already exist at both ends of the corridor this will be an unparalleled place to enjoy a National Park by bike. Bikers

will also be able to utilize the bus shelters for weather or wildlife protection.

4. Winter Travel - Keeping the road open to Granite Canyon and To Death Canyon in the winter are both good ideas. I also like the idea in the preferred

alternative to close the Death Canyon access road to traffic and improve winter parking along the Moose-Wilson Road itself.

5. Carrot & Stick - In our community and throughout the west it has been shown that transit doesn't work as a carrot it works when there is a stick. An

excellent example is winter START bus ridership. Now that there is the stick of significant parking fees at Teton Village, ridership is very strong. If there is

the stick of no access for private cars during the day, people will ride the bus or bike.

6. Implementation - With a creative plan like this one I am confident that the Park Service will have many willing private and non-profit partners to help

make this a reality. Teton Village Association, JH Mountain Resort, Friends of Pathways, and Teton County to name a few. These organizations can help

defray the cost of any changes to the roadway, building shelters, procuring and operating buses and other potential management issues that may arise. Our

community has an outstanding history of public/non-profit partnerships that our natural resources, residents and guests are all beneficiaries of.

Thank you for taking the time to read my comments. Transit is now being used successfully in several other parks in our region and it will be a success

here as well. The existing Grand Teton bike path was controversial before it was built and is now hailed as a success by almost all. A bike lane through the

Moose-Wilson Corridor is similarly controversial but that will fade quickly into the past when it becomes a reality and a centerpiece of the National Park

Service's vision for the future.

Sincerely,

Aaron Pruzan

Wilson, WY

Correspondence ID:

2951 Project: 48252 Document: 68894

Name:

Ladd, Anne

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,22,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Grand Teton National Park,

Thank you for the opportunity to comment on the draft Moose-Wilson Corridor EIS. Please make the following improvements to the draft EIS:

1. Include a well-designed pathway along Moose-Wilson corridor for park visitors biking, walking and to serve people with disabilities. Build the pathway

in two phases:

Phase one, build the southern half of the pathway, connecting the Granite entry to the LSR Visitor Center, as was approved in the 2007 EIS. Careful

pathway design will address the concerns with bears and wildlife.

Phase two, complete the pathway on the north section after completing archeological studies and mitigation, and shift the road section out of the identified

prime habitat and wetland, as proposed in Alternative D.

The pathway could be part of the archeological mitigation. It would be a remarkable visitor experience if it was an interpretive journey teaching visitors

about prehistoric Native American visitors. What better way to experience that history than a well-interpreted human-powered trail along the corridor,

where visitors could literally walk in the footsteps of the first human visitors to Jackson Hole and Grand Teton National Park.

The draft plan failed to consider the needs of people walking. This is a separate mode of travel from biking, and the NPS should include the option for

people to walk along the corridor. Just as there is a latent demand for people that would like to bike safely, there is a latent demand for people to walk. The

distances are quite walkable, and if combined with alt-fuel transit, a pathway for would be a terrific low impact option for visitors to walk as well as

bicycle.

2. Along with adding a pathway, the NPS should partner with the community on an alternative-fuel transit shuttle to provide new options for people and

reduce private vehicle pressure and carbon emissions on the Moose-Wilson road. The parks prior Transit studies support this, and the Moose-Wilson plan

should include this as part of the long term solutions to visitor access to the National Park.

3. Missing topics that should be addressed:

Include Regional Transportation in the Final EIS. This topic is integral to Moose-Wilson, but was dismissed from consideration. Teton County has adopted

a Comprehensive Plan and Integrated Transportation Plan that specifically calls for a regional approach to shared transportation challenges. The NPS

should include this significant partnership opportunity in the Moose-Wilson plan.

Address Air Quality and Climate Change. These related topics should not have been dismissed in the EIS. Both are very important to include in the Moose-

Wilson Corridor plan. The NPS has a responsibility to protect air quality in the National Park, and to take positive steps like the pathway to help combat

climate change in this plan.

Pathway user studies of the Moose-Jenny Lake Pathway. Include prior social science studies that were conducted by the NPS in 2007-2010. There are two

highly relevant before and after studies of pathway use in Grand Teton National Park, which document a remarkably high visitor experience with negligible

wildlife impacts. The results of those studies are very helpful in documenting the benefits of the pathway, and lack of impacts.

4. Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the

proposed use levels to any natural resource impacts or outcome. The NPS should instead develop a system that rewards people when they use alternative

transportation like biking, walking and transit. Manage private motor vehicles to a reasonable limit, and allow more people when they choose alternative

modes.

5. Winter access. The NPS should improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson

road and new pathway in the winter. A groomed trail would enhance winter access for Nordic skiing, walking, snowshoes, and fat bikes on the road and

pathway. This is another area where partnerships are feasible to assist the park. There could be a world-class 15km groomed trail from Teton Village to

LSR, using the pathway and closed road section to provide a remarkable national park visitor experience at a time of year when there are not significant

wildlife concerns.

6. NPS Management Policies. The EIS must consider and comply with the NPS Management Policy, Section 9.2. This is missing in the DEIS. The NPS

policy 9.2 states:

"Depending on a park unit's size, location, resources, and level of use, the Service will, where appropriate, emphasize and encourage alternative

transportation systems, which may include a mix of buses, trains, ferries, trams, and-preferably-nonmotorized modes of access to and moving within parks.

In general, the preferred modes of transportation will be those that contribute to maximum visitor enjoyment of, and minimum adverse impacts on, park

resources and values."

Thank you for your consideration of these points.

Correspondence ID:

2952 Project: 48252 Document: 68894

Name:

MAHAN, JAMES

Address:

RAWLINS, WY 82301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,22,2016 16:05:43

Correspondence Type:

Web Form

Correspondence: Dear Grand Teton National Park,

Thank you for the opportunity to comment on the draft Moose-Wilson Corridor EIS. Please make the following improvements to the draft EIS:

1. Include a well-designed pathway along Moose-Wilson corridor for park visitors biking, walking and to serve people with disabilities. Build the pathway

in two phases:

Phase one, build the southern half of the pathway, connecting the Granite entry to the LSR Visitor Center, as was approved in the 2007 EIS. Careful

pathway design will address the concerns with bears and wildlife.

Phase two, complete the pathway on the north section after completing archeological studies and mitigation, and shift the road section out of the identified

prime habitat and wetland, as proposed in Alternative D.

The pathway could be part of the archeological mitigation. It would be a remarkable visitor experience if it was an interpretive journey teaching visitors

about prehistoric Native American visitors. What better way to experience that history than a well-interpreted human-powered trail along the corridor,

where visitors could literally walk in the footsteps of the first human visitors to Jackson Hole and Grand Teton National Park.

The draft plan failed to consider the needs of people walking. This is a separate mode of travel from biking, and the NPS should include the option for

people to walk along the corridor. Just as there is a latent demand for people that would like to bike safely, there is a latent demand for people to walk. The

distances are quite walkable, and if combined with alt-fuel transit, a pathway for would be a terrific low impact option for visitors to walk as well as

bicycle.

2. Along with adding a pathway, the NPS should partner with the community on an alternative-fuel transit shuttle to provide new options for people and

reduce private vehicle pressure and carbon emissions on the Moose-Wilson road. The parks prior Transit studies support this, and the Moose-Wilson plan

should include this as part of the long term solutions to visitor access to the National Park.

3. Missing topics that should be addressed:

Include Regional Transportation in the Final EIS. This topic is integral to Moose-Wilson, but was dismissed from consideration. Teton County has adopted

a Comprehensive Plan and Integrated Transportation Plan that specifically calls for a regional approach to shared transportation challenges. The NPS

should include this significant partnership opportunity in the Moose-Wilson plan.

Address Air Quality and Climate Change. These related topics should not have been dismissed in the EIS. Both are very important to include in the Moose-

Wilson Corridor plan. The NPS has a responsibility to protect air quality in the National Park, and to take positive steps like the pathway to help combat

climate change in this plan.

Pathway user studies of the Moose-Jenny Lake Pathway. Include prior social science studies that were conducted by the NPS in 2007-2010. There are two

highly relevant before and after studies of pathway use in Grand Teton National Park, which document a remarkably high visitor experience with negligible

wildlife impacts. The results of those studies are very helpful in documenting the benefits of the pathway, and lack of impacts.

4. Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the

proposed use levels to any natural resource impacts or outcome. The NPS should instead develop a system that rewards people when they use alternative

transportation like biking, walking and transit. Manage private motor vehicles to a reasonable limit, and allow more people when they choose alternative

modes.

5. Winter access. The NPS should improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson

road and new pathway in the winter. A groomed trail would enhance winter access for Nordic skiing, walking, snowshoes, and fat bikes on the road and

pathway. This is another area where partnerships are feasible to assist the park. There could be a world-class 15km groomed trail from Teton Village to

LSR, using the pathway and closed road section to provide a remarkable national park visitor experience at a time of year when there are not significant

wildlife concerns.

6. NPS Management Policies. The EIS must consider and comply with the NPS Management Policy, Section 9.2. This is missing in the DEIS. The NPS

policy 9.2 states:

"Depending on a park unit's size, location, resources, and level of use, the Service will, where appropriate, emphasize and encourage alternative

transportation systems, which may include a mix of buses, trains, ferries, trams, and-preferably-nonmotorized modes of access to and moving within parks.

In general, the preferred modes of transportation will be those that contribute to maximum visitor enjoyment of, and minimum adverse impacts on, park

resources and values."

Th

Correspondence ID:

2954 Project:48252 Document: 68894

Name:

Schlothauer, David

Address:

Park Hills , KY 41011-5605

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,24,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: January 24, 2016

Moose-Wilson Corridor

Comprehensive Management Plan / Draft Environmental Impact Statement

Draft CMP/EIS)

Hello: I am writing this comment letter in support of the National Park Service's (NPS) Preferred Alternative, Alternative C of the referenced Draft

CMP/EIS. I am a native of Wyoming, and currently live in Park Hills, KY.

I continue to visit Wyoming annually, with the number and duration of my visits increasing in direct proportion to my age. I live in Jackson part of each

year to enjoy the park and view wildlife. During my time in Jackson, one of my primary activities is to drive the Moose-Wilson road to enjoy the wildlife

and the ecosystem. I have witnessed and fully understand the challenges faced by the NPS when managing the shared utilization of the Moose-Wilson

corridor by wildlife and increasing numbers of people.

However in spite of this apparent conflict, in the opening paragraphs of the Executive Summary I believe the NPS has effectively described the role and

desirability of Preferred Alternative C (emphasis and editing added): The elements of emphasis in this alternative is to: (1) Model the balance of

preservation and public use and enjoyment by exemplifying conservation legacies within the corridor; (2) Manage the intensity and timing of visitor use to

effectively provide high-quality visitor opportunities; (3) Maintain development within the existing development footprint; and, (4) Predominate the sense

of discovery in this outstanding and diverse natural ecosystem and cultural history area.

Preferred Alternative C was developed to directly address and to respond to these important elements when considering the utilization of the Moose-Wilson

Corridor. Therefore I encourage the NPS to submit Preferred Alternative C for approval and implementation, with the recognition that modifications and or

improvements resulting from this comment period may be incorporated into Alternative C to better meet the purpose and objectives of this study. For

example, current technology, similar to the real time information boards posted at entry locations to large airport parking facilities, could be used to inform

visitors of the relationship of supply/demand conditions of the Moose-Wilson road. Similarly, increased utilization of social media and Internet sites could

provide this important advance information to assist prospective travelers and visitors to the Moose-Wilson Corridor. And finally, utilization of Park

Personnel during peak periods to manage the high capacity situations will continue to provide necessary controls at random and unpredictable periods of

high use.

My experiences tell me you never know when that moose, elk, bear, antelope, beaver, deer, bison, or eagle will be present, but you better be prepared.

David Schlothauer

1114 Cleveland Ave.

Park Hills, KY 41011-5605

Correspondence ID:

2955 Project:48252 Document: 68894

Name:

Schlothauer, Nancy R

Address:

Park Hills, KY 41011

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,24,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I am commenting in support of the National Park Service's (NPS) Preferred Alternative, Alternative "C". I am a resident of Kentucky,

but a frequent visitor of Wyoming (Jackson in particular)and am in favor of Alternative "C" as the best alternative to best preserve this unique corridor for

it's natural beauty, ecological importance, and habitat for a plethora of animals. The Moose-Wilson corridor is one of my favorite places to visit in Jackson

to enjoy nature. I do not want to see thousands of trees cut down to build a bike path, nor do I want to see it opened to bikers. I support a reduction of the

speed limit to protect the animals frequently crossing the road. In summary, I support protecting the environment and wildlife as opposed to

accommodating cyclist requests for more miles of road or commuters who are looking for a shortcut to north Jackson.

Correspondence ID:

2956 Project:48252 Document: 68894

Name:

Brunson, Jane C

Address:

Flagstaff, AZ 86004

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,24,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Having spent four college summers working in Yellowstone National Park and traveling back and forth along this corridor, I am

saddened to hear of losing protection for it. I have since taken my family camping and hiking in that area, and they join me in urging me to continue

protections.

"Guard it well, for it is far more precious than money . . . once destroyed, nature's beauty cannot be repurchased at any price."

Ansel Adams

". . .wilderness is a resource which can shrink but not grow . . .the creation of new wilderness in the full sense of the work is impossible."

Aldo Leopold

Thank you for considering my comments.

Correspondence ID:

2958 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Richmone, CA 94804

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,24,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: N/A

Correspondence ID:

2960 Project:48252 Document: 68894

Name:

Davenport, Mike

Address:

Douglas, WY 82633

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Grand Teton National Park,

Thank you for the opportunity to comment on the draft Moose-Wilson Corridor EIS. Please make the following improvements to the draft EIS:

1. Include a well-designed pathway along Moose-Wilson corridor for park visitors biking, walking and to serve people with disabilities. Build the pathway

in two phases:

Phase one, build the southern half of the pathway, connecting the Granite entry to the LSR Visitor Center, as was approved in the 2007 EIS. Careful

pathway design will address the concerns with bears and wildlife.

Phase two, complete the pathway on the north section after completing archeological studies and mitigation, and shift the road section out of the identified

prime habitat and wetland, as proposed in Alternative D.

The pathway could be part of the archeological mitigation. It would be a remarkable visitor experience if it was an interpretive journey teaching visitors

about prehistoric Native American visitors. What better way to experience that history than a well-interpreted human-powered trail along the corridor,

where visitors could literally walk in the footsteps of the first human visitors to Jackson Hole and Grand Teton National Park.

The draft plan failed to consider the needs of people walking. This is a separate mode of travel from biking, and the NPS should include the option for

people to walk along the corridor. Just as there is a latent demand for people that would like to bike safely, there is a latent demand for people to walk. The

distances are quite walkable, and if combined with alt-fuel transit, a pathway for would be a terrific low impact option for visitors to walk as well as

bicycle.

2. Along with adding a pathway, the NPS should partner with the community on an alternative-fuel transit shuttle to provide new options for people and

reduce private vehicle pressure and carbon emissions on the Moose-Wilson road. The parks prior Transit studies support this, and the Moose-Wilson plan

should include this as part of the long term solutions to visitor access to the National Park.

3. Missing topics that should be addressed:

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a Comprehensive Plan and Integrated Transportation Plan that specifically calls for a regional approach to shared transportation challenges. The NPS

should include this significant partnership opportunity in the Moose-Wilson plan.

Address Air Quality and Climate Change. These related topics should not have been dismissed in the EIS. Both are very important to include in the Moose-

Wilson Corridor plan. The NPS has a responsibility to protect air quality in the National Park, and to take positive steps like the pathway to help combat

climate change in this plan.

Pathway user studies of the Moose-Jenny Lake Pathway. Include prior social science studies that were conducted by the NPS in 2007-2010. There are two

highly relevant before and after studies of pathway use in Grand Teton National Park, which document a remarkably high visitor experience with negligible

wildlife impacts. The results of those studies are very helpful in documenting the benefits of the pathway, and lack of impacts.

4. Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the

proposed use levels to any natural resource impacts or outcome. The NPS should instead develop a system that rewards people when they use alternative

transportation like biking, walking and transit. Manage private motor vehicles to a reasonable limit, and allow more people when they choose alternative

modes.

5. Winter access. The NPS should improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson

road and new pathway in the winter. A groomed trail would enhance winter access for Nordic skiing, walking, snowshoes, and fat bikes on the road and

pathway. This is another area where partnerships are feasible to assist the park. There could be a world-class 15km groomed trail from Teton Village to

LSR, using the pathway and closed road section to provide a remarkable national park visitor experience at a time of year when there are not significant

wildlife concerns.

6. NPS Management Policies. The EIS must consider and comply with the NPS Management Policy, Section 9.2. This is missing in the DEIS. The NPS

policy 9.2 states:

"Depending on a park unit's size, location, resources, and level of use, the Service will, where appropriate, emphasize and encourage alternative

transportation systems, which may include a mix of buses, trains, ferries, trams, and-preferably-nonmotorized modes of access to and moving within parks.

In general, the preferred modes of transportation will be those that contribute to maximum visitor enjoyment of, and minimum adverse impacts on, park

resources and values."

Thank you for your consideration of these points.

Sincerely,

Mike Davenport, CSM, USA(ret)

Correspondence ID:

2961 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Santa Cruz, CA 95060

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 11:56:59

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

B. Jennings

Correspondence ID:

2962 Project:48252 Document: 68894

Name:

Owen, Chris J

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 12:07:59

Correspondence Type:

Web Form

Correspondence: I first want to say thank you for doing such a thorough analysis of the corridor, I think reviewing it was the largest volume I have read

since college. There are a few things of interest to me that I feel you missed and or haven't considered due to budget limitations rather than what is best for

the park and the surrounding ecosystem.

First I am concerned about your plan to limit use in the corridor. Particularly in moving the Death Canyon trail head back 1 mile down the road. As a

climber the Death Canyon area is the closest climbing to be accessed in the park, close meaning only a half day approach vs. a full day or more to get to

most other climbing in the park. The adage you have to hike a mile for every pitch of climbing you want to do is very true and adding 2 more miles to the

approach to this area seems to be done out of lack of funding to maintain the road. The other alternatives seemed to be set up to fail here as proposed the

alternative routes through areas you knew to have archaeological resources and then used that as an excuse to rule that alternative out. This was also done

with the realignment of the road out of the wetland areas and with the proposed route of the pathway around LSR/the proposed additional parking at LSR.

If you knew of these cultural resources prior to the release of these alternatives as you stated in your analysis then why would you proposed them unless to encourage those alternatives that you did not want to pay for, to fail. This combined with the limited access by the proposed car limit discourages me from visiting my national park.

I also feel the lack of consideration for a transit system of some kind is short sighted. You have done a good job albeit begrudgingly to add pathways to

allow people to experience the park in a new way outside of their cars. Why not pursue this option in the corridor? At least to LSR from the south as you

have already approved. I don't buy the bear argument as bears are prevalent throughout our ecosystem and any activity in their habitat could be considered

dangerous. Should we not go outside in the park at all? Also with many other parks making good use of transit systems, particularly buses I feel that option

was completely overlooked. Saying that you do not have the money to implement it and that the traffic problems outside of the park are not your concern is

absurd. The parks is part of this community and it is the draw that brings people here and causes the traffic problems. The unwillingness to be part of a

broader solution to the traffic and pollution in the valley is again short sighted especially when there are numerous people and organizations in our area that

would step up to help with funding.

Finally I feel that safety was a glaring thing that you overlooked for users of the corridor. As an avid biker who enjoys touring around the world I

personally feel comfortable to continue to navigate the narrow and dirt sections of the Moose Wilson Road. I would not however take my family and

friends who are novice or casual riders who have difficulty riding in straight lines on the edge of bumpy roads up hilly sections. And I would certainly not

take my niece and nephews who are learning to ride on this section of road. I understand the effects you described of a separate pathway causing habitat

segmentation or widening of the corridor along the northern portion of the road but feel the 2007 approved pathway route to LSR from the south entrance is

a poor decision to leave out of your preferred alternative, especially as it follows an existing service road that remains open to use. To create a visitor center

and not allow access to it seems a poor way to connect users with the park.

I hope you will take my comments into mind with all of the other public comments and improve upon alternative C before you make you final decision.

Thank you,

Chris Owen

Correspondence ID:

2965 Project: 48252 Document: 68894

Name:

Gibson, Leslie W

Address:

Teton Village , WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I am a fan of National Park access for whatever the reason- - the photographer has the same rights as the hiker, cyclist, paddler, or

auto-tourist. I do believe that as a Teton Village resident that this access should remain open to two way traffic, bicycles, and small mass transit and the

surface repaired and realigned to Avoid the wildlife areas - - out in the sagebrush and under the power line corridors already impacting the area. Even the

dike road is a better fit than the woods and wetlands alignment of today. The arbitrary 200 car limit is not a real solution - it is a roadblock to access on this

side of the valley. Lets drive an extra thirtyfive miles to get to the same place! Teton Village should not be a dead end in the Summer and the Park Service

needs to realize that our access is as important as those who choose to enter from Jackson or Moran or Yellowstone. It is a traditional Park access with an

entrance station - - lets not close it!

I am also a proponent of occasional winter road grooming (on the new alignment). With the present and future use, it seems that everyone could "share" the

surface better with some county funded grooming.

Correspondence ID:

2967 Project:48252 Document: 68894

Name:

Fotopoulos, Maria

Address:

Los Angeles, CA 90049

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Re: Preferred Alternative for Moose-Wilson, please consider Alternative C, at it will protect wildlife, under continuing pressure by

Man. Alt C will decrease speed & usage. Between 1991 and 2015, there were far fewer confirmed wildlife vehicle collisions between on Moose-Wilson

Road compared to significant wildlife-vehicle collisions on a north park road through similar habitat that has higher design & operating speed. Alt C also

will prevent habitat loss from new construction, allowing animals to remain in familiar and undisturbed refuge. This is SO important. As well, Alt C will

reduce the risk of negative encounters between people and large mammals, including grizzly bears and moose. Thank you!

Correspondence ID:

2968 Project:48252 Document: 68894

Name:

cummings, cynthia a

Address:

springfield, MO 65802

United States of America

Outside Organization:

none Unaffiliated Individual

Affiliation:

Member

Received:

Jan,25,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: We need to keep our national parks protected. The wildlife are very precious. We cannot afford to lose any of the species. Grizzlies

should remain on the endangered species list. There were numerous Grizzly deaths last year in both Yellowstone and Grand Teton National parks due to

humans being in there territory. People should be required to carry bear spray when hiking in the back country. Bison should not be slaughtered, there are

many states who would gladly relocate the bison to start herds. Elk, Moose, cougars, wolves, should also be protected.They play a valuable part in the

Greater Yellowstone eco-system.

The majority of tourists come to the national Parks to view the wildlife. If it is not available to see, your tourist dollars will drop considerably. The Moose-

Wilson road should have a mandatory speed limit of 25 miles per hour, signs warning of wildlife on or near the road, for example, right outside West

Yellowstone, there is a yellow warning sign, with blinking lights warning of Bison on the road. It gets your attention along with the excitement of seeing

Sincerely,

Cynthia Cummins

Correspondence ID:

2970 Project:48252 Document: 68894

Name:

Springer, James

Address:

WILSON, WY 83014-9164

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Greetings to the hard working members of the Moose-Wilson Planning Team,

I am pleased with most of the conditions of the preferred alternative. Here are some points that I disagree with and some problems that were not addressed.

The concept of traffic calming and limiting numbers of vehicles runs throughout the alternative. Paving the south end of the road will encourage many

drivers that currently avoid the corridor because of the rougher conditions of the dirt section. It is certainly costly to maintain the road in its present state

mostly because there has never been a proper road bed and drainage problems plague that section. Traffic is currently discouraged and calmed when the

road is rough and the Park will be simply increasing the very problems it claims to want to prevent by paving the southern end of the Moose- Wilson road.

Changing the speed limit from 25 to 20 miles per hour is not a solution to fast traffic. As a Law Enforcement ranger the difference in those speeds is

insignificant and unenforceable. If drivers are going to travel above the current speed limit they are usually well above 25 or 30 miles per hour. The park

currently patrols the Moose-Wilson road very frequently and other traffic calming methods would better slow traffic.

I have heard some people complain that moving the Death Canyon Trailhead would involve impacting a large area for a new parking lot. It is easily

justified as cars park along the entire last mile of the current road causing extremely heavy and dispersed impacts the whole length. A new lot would focus

those impacts and rehabilitation of the old road would more than mitigate the new parking lots impacts several times over. The new trail should continue

west where the road now curves to the south toward the Whitegrass Ranger Station. It should join the Valley trail on that vector and eliminate considerable

unnecessary trail on the old abandoned road bed and allow more of the old road bed to be fully restored.

Moving the very north end of the road to join the Teton Park Road serves two beneficial purposes: Visitors from the south would not have to wait in line at

entrances twice and southbound ravelers would have more of a sense that that are in a National Park giving opportunities for information and interpretation

that currently are missed. It might also discourage vehicles that are simply looking for a short-cut to access highway 390.

The blocked turnouts along the road should be evaluated and appropriate ones harden and reopened. In the LSR they could be signed for a five minute

limit. Traffic flow would be eased if visitors seeking wildlife views, a short walk into the nearby woods or pulling over to let traffic pass was facilitated.

Currently the traditional turnouts are blocked and new ones are being created: a losing management faux pas that always leads to new impacts. The park

should decide the best locations for pulling over rather than the visitor.

I am very glad to see that a separate bike path is not considered. I have stated before that the pathways from Moose to Jenny Lake have become a new

popular venue. Unfortunately as I drive the road very often in the Summer I am surprised to see that road bikers do not use the crowded pathways but take

their chances on the roads small shoulders, making moot the argument that pathways will be safer for road bikers. I was particularly sad to see this to be the

case as my wife and son frequently ride the roadway and I worry, burdened with the memory of being the first ranger on scene at Gabriella Axelrads fatal

accident. That is the case and a pathway in the Moose-Wilson Corridor can not be promoted as a safety measure for road bikers.

One of the biggest problems with traffic flow on the Moose-Wilson road is the phenomenal growth of wildlife viewing tour vans. Once again the park has

been implicit in creating its own problems but is unable to see the connection. Such tours should be limited until such time as shuttles or other forms of

transportation begin to deal with the crowding problem.

I agree that taxi travel should be restricted with one exception. I frequently deal with backpackers hiking the Teton Crest Trail. They need transportation to

their starting point or back to their car at the end of their multi-day sojourn. Currently taxis fill this need and they should be allowed for these trailhead

shuttles.

Winter parking at the Granite Canyon Trailhead and the junction with the White Grass road is not addressed. These areas have become very popular and

parking rapidly becomes chaotic creating an unsafe situation with resource impacts where cars use undesignated parking.

Finally I would hope that at some point the park would begin to accept the reality of increasing numbers of visitors and the madhouse that is the parking

and travel experience for the visitor during the high season. Over forty years ago Yosemite started its shuttle system and many parks have followed. No

park has a road system better suited for such a system than the Moose-Wilson/Moose to Signal Mountain corridor. I realize that there could be a problem

with increasing actual numbers of visitors but this could easily be addressed. Unfortunately millions are being spent at Jenny Lake on a parking lot that

Piecemeal planning is the Custers Last Stand approach to visitor and resource management.

Thank You,

James Springer

2680 Pizza Lane

Wilson, WY 83014

email: springerjx@gmail.com

Correspondence ID:

2972 Project:48252 Document: 68894

Name:

field, frances

Address:

sparta, WI 54656

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves, and moose. And that means it's also one of the park's most heavily driven areas.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your

approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

Frances Field

Correspondence ID: 2973 Project: 48252 Document: 68894

Name: Blaker, Shawna

Address: Washington, PA 15301

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,25,2016 00:00:00

Correspondence Type: Web Form

Correspondence: "I strongly support Alternative C" for the following reasons: it protects our wildlife, resources and people. there is no need for

anymore threat to our natural resources or wildlife. Period. This is no open-ended discussion. To much damage has already been done and to do more will

only bring things to a critical mass in the future and try to clean up a mess that no one will be able to.

It is an absolute must that Grand Teton National Park be treasured and cared for PROPERLY and RESPONSIBLY and not thrown under the rug for special

interest groups.

Grand Teton National Park (GRTE) has long struggled with 'what to do' with the glorious Moose-Wilson corridor. Alternative C is the result of extensive

research and analysis and upholds the core values of the National Park Service to protect the resource, while providing for public enjoyment the resource

(wild-lands and wildlife) is clearly the priority. Alternative C has the immeasurable benefit of including an Adaptive Management approach which will

allow GRTE to respond to changing needs in the corridor. This offers the very best opportunity for honing and perfecting strategies to protect the area.

I thank you for your time and consideration in this matter

Correspond

Name: N/A, N/A

Address:

benton, KY 42025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Please say yes...To protect all...

Correspondence ID:

2975 Project:48252 Document: 68894

Name:

Zerbe , Linda M

Address:

Philadelphia , PA 19134

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Please support Alternative C. We cannot allow the extinction of one more species and we cannot afford the effects of habitat loss.

Global warming is a genuine threat to the survival of man and the planet. Preserving the wildlife and habitats we have left are essential for the sustainability of the planet and man.

Trees soak up carbon dioxide and release oxygen. The Amazon Rain Forest provides 20% of the world's oxygen and approximately 20% has been destroyed

for ranching, logging and mining. What happens when we destroy all of the rain forests and natural habitats on the planet? Where will our oxygen come from.

http://wwf.panda.org/about_our_earth/teacher_resources/best_place_species/current_top_10/amazon_rainforest.cfm

One example of the benefits of preserving natural habitats and wildlife is the return of wolves to Yellowstone. The entire ecosystem has benefited from their return. Wolves change rivers!

<http://www.yellowstonepark.com/wolf-reintroduction-changes-ecosystem/>

Man is overpopulating the planet and wildlife habitats are shrinking in return. We need to invest in our future by preserving the precious remaining resources we have left. Please save our wildlife and their habitats.

Correspondence ID:

2977 Project:48252 Document: 68894

Name:

Zerbe , Linda M

Address:

Philadelphia , PA 19134

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 00:00:00

Correspondence Type:

Web Form

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Global warming is a genuine threat to the survival of man and the planet. Preserving the wildlife and habitats we have left are essential for the sustainability

of the planet and man.

Trees soak up carbon dioxide and release oxygen. The Amazon Rain Forest provides 20% of the world's oxygen and approximately 20% of rain forest has

been destroyed for ranching, logging and mining. What happens when we destroy all of the rain forests and natural habitats on the planet? Where will our

oxygen come from.

http://wwf.panda.org/about_our_earth/teacher_resources/best_place_species/current_top_10/amazon_rainforest.cfm

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their return. Wolves change rivers!

<http://www.yellowstonepark.com/wolf-reintroduction-changes-ecosystem/>

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resources we have left. Please save our wildlife and their habitats.

Correspondence ID:

2978 Project: 48252 Document: 68894

Name:

Zerbe, Linda M

Address:

Philadelphia, PA 19134

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 00:00:00

Correspondence Type:

Web Form

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Global warming is a genuine threat to the survival of man and the planet. Preserving the wildlife and habitats we have left are essential for the sustainability

of the planet and man.

Trees soak up carbon dioxide and release oxygen. The Amazon Rain Forest provides 20% the world's oxygen and approximately 20% of rain forest has been

destroyed for ranching, logging and mining. What happens when we destroy all of the rain forests and natural habitats on the planet? Where will our

oxygen come from.

http://wwf.panda.org/about_our_earth/teacher_resources/best_place_species/current_top_10/amazon_rainforest.cfm

One example of the benefits of preserving natural habitats and wildlife is the return of wolves to Yellowstone. The entire ecosystem has benefited from

their return. Wolves change rivers!

<http://www.yellowstonepark.com/wolf-reintroduction-changes-ecosystem/>

Man is overpopulating the planet and wildlife habitats are shrinking in return. We need to invest in our future by preserving the precious remaining

resources we have left. Please save our wildlife and their habitats.

Correspondence ID:

2980 Project: 48252 Document: 68894

Name:

Lukens, Patricia Daly

Address:

Fort Collins, CO 80526

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,25,2016 00:00:00

Correspondence Type:

Web Form

Correspondence:

for habitat alone, to help animals flourish.

Correspondence ID:

2983 Project: 48252 Document: 68894

Name:

Treichel, Janet M

Address:

Reston, VA 20190

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 07:32:35

Correspondence Type:

Web Form

Correspondence: Although I live full time in Virginia, I have a second home in Jackson Hole. I am opposed to the construction of a new separated

paved pathway along the Moose-Wilson Corridor. I am also in opposition to adding winter grooming to the Moose-Wilson Corridor for the purpose of

permitting winter fat tire bikes or any other use in this very sensitive winter wildlife corridor.

The Moose-Wilson Corridor is one of the most beautiful and pristine areas anywhere in the country. All who have protected the corridor lo these many,

many years for the protection of our wildlife and the enjoyment of all who value its natural beauty entrusted it to us who came after to carry on the legacy

of protecting our natural resources and the environment. To develop the Moose-Wilson Corridor into just another thru way or short cut for commercial

vehicles, taxis and other types of transportation is unnecessary and would be destructive to everything that makes it so special and magnificent.

Correspondence ID:

2985 Project: 48252 Document: 68894

Name:

adams, dawn I

Address:

casper, WY 82601

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I have only lived in Wyoming for 3 years but I had planned to get to Yellowstone this summer. Seems this is the year that grizzlys and wolves will be allowed to be murdered along with the buffalo. I find 700 grizzlys to be a very small figure after all the years it took to build their numbers up. I'm no professional on these matters but why on earth do you do this? Nature will take care of itself. Look at what the wolves have done for the the water, the very ego system has changed because that is how it was intended to be. I would like to think that our grandchildren will see grizzlys in person, not in some magazine. This whole "Harvesting" thing is meant for vegetables and fruit not for animals. They are living breathing beings with families. Let them live especially in the one place we all depend on seeing them, YELLOWSTONE!

Correspondence ID:

2986 Project:48252 Document: 68894

Name:

Roberts, Randy C

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I am in favor of creating a shoulder for cyclists in both north and southern directions. In recent years park visitors have spoken about quality experiences in the park and the success of the pathway system has achieved that. A lot of time and money was spent creating a transportation plan

that included this alternative visitor experience and to not include some kind of cycling/walking amenity along this corridor is saddening. If the corridor is too sensitive due to environmental concerns close it, give it back to animals and their ecosystem. But to allow cars without giving people who would like to experience this corridor in a different way an equal chance is not fair and certainly not consistent with what you and others spent a lot of time and money trying to develop.

Correspondence ID:

2987 Project: 48252 Document: 68894

Name:

Ball, Jim

Address:

Bethesda, MD 20817

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: My wife and I only first visited GTNP this past summer, and were as surprised and impressed as we expect most visitors are with the

quality of and enjoyment derived from all of the fundamental resources and values listed in the Moose-Wilson Corridor Draft Comprehensive Management

Plan. Having recently received and studied this Plan as presented in the Draft Comprehensive Management Plan Newsletter, and read in part the EIS

available online, we wish to comment as visitors who used this corridor many times in such a short period, and who plan on returning in order to

experience much more of what GTNP has to offer.

Having been in the road engineering management business for 35 years, I was struck by the need for better management of the Moose-Wilson traffic

corridor. Traffic volumes along the Moose-Wilson Road were high, and the lack of appropriate and proactive traffic management measures was quite

noticeable. The EIS sections on traffic patterns confirms the belief that high volumes are significantly the result of through traffic and inadequate road

planning outside the GTNP borders, i.e. alternative routes for WY Hwy 390 - US Hwy 26 traffic. While such improvements outside GTNP may be

desirable, action on an MWCMP Alternative is needed regardless.

Of the the four draft Alternatives presented, we support selection of the NPS Preferred Alternative C.

Alternative C is the best for meeting the stated purpose and needs, and at the same time addressing key issues and concerns. In particular, we believe that

traffic management will be improved with the paving of unpaved road and proposed realignments, the addition of turnouts and parking spaces, and changes

to entrance stations. Also we feel that the extension of the Death Canyon Trail with a better placement of the trailhead and parking enhances the

experience. And, as presented in the EIS, it appears that Alternative C is cost-effective, while offering opportunities for implementing other adaptive

strategies in the future.

Correspondence ID:

2989 Project: 48252 Document: 68894

Name:

McDonald, Jazmyn

Address:

Lander, WY 82520

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I'm writing to support the Preferred Alternative proposed for the Moose Wilson Road corridor.

I have been driving that road since 1971 so I certainly understand the safety and traffic concerns and I am absolutely dedicated to the continuation of the

road's spectacular wildlife and scenic value. It is one of the most memorable drives of any National Park experience in the lower 48; and I always include at

least a quick visit when introducing newcomers to the park.

The only improvements to the Preferred Alternative I would suggest are to:

First, mandate as little disturbance as possible to the existing roadside vegetation, including trees, willows, and low marshy areas. We know from the data

and our own viewing experiences that it is precisely the close interaction between the great wildlife habitat for (in particular) the great grey owls, the

moose, bears and wolves and the passing vehicles that make this such a special drive.

Second, for all the above reasons, please ensure that the 20 mph speed limit remains in place for the protection of all travelers (human and other) along the

route.

And thirdly, include some flexibility in the vehicle threshold limits that would allow for protection of the wildlife uses such as nesting owls or feeding

bears.

Thank you for all the hard work you have put into this planning process and for the opportunity to comment on this iconic portion of Grand Teton Park.

Correspondence ID:

2991 Project:48252 Document: 68894

Name:

Grossman, Judd

Address:

Jackson, WY 83001-3222

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I realize that GTNP has a responsibility to manage the Moose/Wilson corridor for scenic and wildlife values, but I encourage you to

also prioritize the ability of vehicular traffic to flow smoothly. I do not agree with putting limits on the number of vehicles. Jackson Hole has a traffic

problem. As part of our community GTNP should contribute to the solutions to this problem by working to make sure that wherever possible roads connect

and are built to the proper capacity to assure a high level of service. Restricting traffic on the Moose/Wilson corridor will exacerbate congestion on other

Teton County Roads.

Correspondence ID:

2992 Project:48252 Document: 68894

Name:

Benefiel, Diane

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I am a 39-year resident of Teton County, a homeowner, a freelance artist and sole proprietor of an illustration business. I've been a

avid cyclist since I moved here. I've advocated for pathways since 1977 and ride, walk or ski the Millennial, Centennial, Teton Village Road pathways, the

pathway bridge over the Snake River, the east dike, and the Hwy 22 pathway, and the Grand Teton National Park pathway 12 months a year thanks to

Teton County plowing and grooming. I've driven and ridden the Moose-Wilson Road every summer since 1977. I do not drive my car unless it's absolutely

necessary. I'm fortunate to live within walking distance of essential services, banking, post office. Living next to Hwy 22, I am very aware of the

transportation issues in the valley. My comments: #1 If you don't include a North Bridge in discussions of the future, you're not talking about real solutions

to traffic problems in the valley. #2 If you're serious about protecting the ecosystem on the Moose-Wilson Road, close it to traffic. Open it to bicycle and

pedestrian traffic and shuttle vans for the physically challenged, the Rockefeller Preserve and hikers and backpacking traffic to the Death Canyon

Trailhead. Realign the northern section, moving it away from the beaver ponds and wetlands. I know this is a difficult decision, but your Preferred

Alternative is short-sighted and caters to the largest, loudest interest group, motor vehicles. Thank you for accepting my comments.

Correspondence ID:

2993

Project:

48252

Document:

68894

Name:

N/A, N/A

Address: Jackson, WY 83002

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,26,2016 11:54:09

Correspondence Type: Web Form

Correspondence: Bicycle users are currently the second largest user group of the Moose-Wilson corridor making up 3% of traffic in either direction. It is

noted that bicycle traffic as a share of overall traffic has increased. I believe the current draft does not adequately plan for the increase in this trend to

continue when the plan is enacted. For example, if alternative C is chosen and the Moose-Wilson road is paved, the road will become significantly more

attractive to both local road cyclists, and visitors who are renting bikes at Moose. These riders currently tend to avoid the road due to the unpaved section.

The increase in cyclists, in combination with a relative reduction in vehicular traffic through queuing and speed reduction, could see the proportion of

bicycle users over other users rise significantly. A high proportion of cyclists in combination with slow moving traffic trying to pass along the narrow and

windy road will greatly increase the potential risk for bicycles and pedestrians on the road. I have personally witnessed a near accident where a slow

moving car tried to pass a bicycle on a blind corner and was forced by oncoming traffic to run the cyclist off the road. Unless the current draft plans for the

likely change in road user mix after the plan is enacted, I am concerned that incidences like this will increase. Thank you for considering my comment.

Correspondence ID:

2994 Project:48252 Document: 68894

Name:

Silver, Cathy

Address:

Park City, UT 84098

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternate C is imperative to protect the Grand Tetons National Parks Wilson

Moose Cortidor! The core job of the National Parks is to protect

our

Natural resources

Correspondence ID:

2996 Project:48252 Document: 68894

Name:

Unfried, Stephen M

Address:

Wilson, WY 83014-1288

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: You are to be commended for your efforts to produce the very thorough and well-researched Moose-Wilson Corridor Draft

Comprehensive Management Plan / Environmental Impact Statement through an open process involving multiple opportunities for public comments. Your

preferred alternative C includes several promising approaches to limiting and calming traffic through the area, which is essential to protecting the wildlife

and providing a high quality visitor experience.

By way of confirming my comments to several members of the GTNP staff at the Teton County Library on December 9, 2015, it appears that the maps on

pages 41, 49, 57 and 65 of the Draft EIS should be corrected in two ways for the final EIS. First, the scale seems to be off by about 50%, .e., it should be

approximately 1"= 3,200', not 1"= 6,400'. Second, the maps appear to have been shrunk by a bit less than 10% to fit the pages. The combination of these two

errors makes it difficult to ascertain accurate distances on otherwise very informative maps, which have been quite helpful in understanding the differences

among the four alternatives.

As you well know, we are blessed to live in an area (the Greater Yellowstone Ecosystem) with some of the greatest variety and abundance of wildlife in the

temperate world. The Moose-Wilson Corridor has some of the best biodiversity habitat in GTNP. It is therefore essential that whatever action is taken in

the Corridor be designed to preserve and enhance that habitat for our wildlife. Rather than sinking more money into a road that goes through the heart of

the best habitat (especially the wetlands), you should reconsider whether the road from north of the Granite Canyon parking lot to the Sawmill Ponds

parking lot could be relocated to the open areas several hundred yards to the east, where there are already some unpaved roads and there would be less

intrusion into the most valuable wildlife habitat. This replacement road would have more open sight lines and could be designed with appropriate traffic-

calming and visitor-friendly features, including more direct access to the LSR Preserve parking lot from the east as well as a short connector west to the

Death Canyon road. The existing road could then be returned to natural conditions, as has been done so well in the old JY ranch.

Correspondence ID:

2998 Project:48252 Document: 68894

Name:

Paulus, Marnie Sheahan S

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 15:48:36

Correspondence Type:

Web Form

Correspondence: The Sheahan family first bought property on the Moose-Wilson Road in 1961 before there was a ski area at Teton Village, an area

named Poker Flats or a park entrance station between the two. The Moose-Wilson Road has provided many adventures including magnificent wildlife

viewing, cross country skiing and snowshoeing and a gateway to riding and hiking in the backcountry. It is a treasure that needs careful management and

good planning to avoid being loved to death. We thank you for studying this corridor and coming up with alternatives. I support ideas from each of the four

alternatives.

Wildlife protection: I support the idea in Alternative B to realign the road to the east of the beaver and moose ponds, and provide parking and wildlife

viewing for the visitors. I have witnessed dangerous behavior by motorists and pedestrians who are oblivious to traffic and the unpredictability of moose.

Having a separate parking area and wildlife viewing area (Alternative D) will protect our visitors and wildlife, and help ease the traffic jams created when motorists abandon their cars in the middle of the road. I also fully support having the road end at Chapel Road and building a new entrance station at the north end of the road for southbound traffic. It makes no sense for northbound traffic to have to wait in line twice to go through entrance stations.

Paving the unpaved sections of the road: This is a tough one but after much thought, it makes a lot of sense for safety reasons. This summer, there was a

terrible traffic accident on 390 near Tucker Rd., and as we waited for the motorist to be rescued, we thought about making a U turn and heading home via

Jackson and the Moose entrance to the Moose Wilson Rd. Then we realized that the Moose Wilson Rd. was closed for regrading. With increased traffic and

limited north-south evacuation routes in the valley, it makes sense to have another possible escape route that could even be plowed in the unlikely event of

a natural disaster.

Placing a limit of 200 cars at one time: I think this is going to be very difficult to determine and will be put an unhappy burden on our park rangers, and add

noxious fumes to the mix. How will the counters know if the cars at LSR are there for a half a day hike, or if the inhabitants of the cars parked at Granite

Canyon and White Grass are on the three-day backpack trip? Why not change the focus to getting people out of their cars and enjoying the park? What

about small energy efficient mini vans traveling from entrance station to entrance station, picking up and dropping off hikers at the trailheads? The multi-

use pathway discussed in alternative D would also get people out into nature summer and winter judging by bike trail usage in January 2016.

Accommodation for the Park residents, Park employees, their guests and service people (called to work in the park): There needs to be a dedicated lane for

all of these people and passholders. It seems unfair to have plumbers, electricians, Fed Ex, house guests, Park residents and Park employees wait in a line

that stretches for a mile and a half.

Many thanks,

Marnie Paulus

Correspondence ID:

2999 Project:48252 Document: 68894

Name:

Elkins, Elizabeth

Address:

DERWOOD, MD 20855-1557

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 16:01:39

Correspondence Type:

Web Form

Correspondence: I vote for plan/alternative C. The plan would:

Better protect grizzly bears, moose, wolves, and other wildlife; decrease the potential for conflict between people and wildlife through outreach to park

visitors and road closures when bears are too close to the road;

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

In addition to the preferred plan, we are encouraging the National Park Service to study and consider transportation options for visitors, such as a small-

scale shuttle system.

Correspondence ID: 3001 Project: 48252 Document: 68894

Name: Nevels, Brian

Address: Hamilton, OH 45011

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,26,2016 00:00:00

Correspondence Type: Web Form

Correspondence: A once in a lifetime experience was had by me and my family while on vacation here in 2008. It is sacred ground for us.

Correspondence ID

Name:

McBean, Alexander

Address:

Bellingham, WA 98226

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to comment.

I am not in favor of the choice Alternative C, that the NPS is planning to make. Note that I say "planning" because I hope that I an others can convince you

to change to Alternative D.

I support Alternative D.

The prime attraction of Alternative D is the separate hiking and biking trail. The GTNP supported a separate bike/pedestrian path in 2007. That was a good

decision. Do not change it.

I am also not in favor of Alternative C because of the labor-intensive monitoring of motor vehicles at each of the road. What a mess that will be, and you

will be committed to it for decades.

Cheers.

Correspondence ID:

3003 Project:48252 Document: 68894

Name:

Hoffman, Sheri

Address:

Bowie, MD 20715

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I strongly support Alternative C. That the most environment-friendly and animal-friendly option. We have to think about minimizing

animal fatalities from car impact, so lower speeds are important. Having a road that is more curvy and less straight will keep speeds down.

I support the alternative that minimizes habitat loss, so that the animals will be minimally impacted.

Alternative C is also financially responsible, and finances are important in this day and age where budgets are running at huge deficits.

Artifacts from indigenous peoples will also be protected, since less land will be torn up.

Please, choose Alternative C. It is the most conservative option and the best option for animals AND people.

Thanks, Sheri Hoffman

Correspondence ID:

3005 Project: 48252 Document: 68894

Name:

Tumolo, Bobbie

Address:

Moran, WY 83013

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I strongly support Alternative C" for the following reasons

It protects the resource by:

Saving more than 3000 trees.

Averting enormous construction impact and emissions.

Protecting unique indigenous artifacts.

It protects wildlife by:

Further decreasing speed and usage. There were far fewer confirmed wildlife vehicle collisions between 1991 and 2015 on Moose-Wilson Road compared

to significant wildlife-vehicle collisions on a north park road through similar habitat that has a higher design and operating speed. (Parts of the northern

road are year round unlike Moose-Wilson and there are higher travel numbers, but it is a good example that width, clearer sight lines, and increased speed

have a greater negative impact on animal mortality)

Preventing widespread habitat loss from new construction, allowing animals to remain in familiar and undisturbed refuge.

Reducing the risk of negative encounters between people and large mammals including grizzly bears and moose.

It protects people by:

Slowing traffic and managing it at reduced speed

Adding speed bumps and controlling user numbers at appropriate heavy traffic times.

Increasing safety for experienced cyclists who take responsibility for riding through a narrow road with extensive wildlife. (Similar to the differences

between skill levels on ski runs, or when hiking and climbing, or white-water versus still-water recreation

Being a financially responsible alternative

Correspondence ID:

3006 Project:48252 Document: 68894

Name:

Helfrich, Christine B

Address:

Salt Lake City, UT 84124

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I strongly support Alternative C" for the following reasons:

It protects wildlife and habitat

Correspondence ID:

3009 Project:48252 Document: 68894

Name:

Paul, Cassandra

Address:

Dayton, OH 45419

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I strongly support Alternative "C" which deals with the Moose-Wilson corridor and it's protection as a vital habitat area in Grand

Teton National Park. This area is a prime habitat for numerous indigenous species. Also as an area heavily traveled by visitors to the GTNP, it will help in

reducing traffic incidents involving car-car/car-cyclist/car wild animals. This is a prime area in the Autumn when bears of the area gorge themselves as

they prepare for the Winter hibernation. This is an essential and responsible method to be good stewards of our Country's ever dwindling natural resources.

Please consider this and support NPS's alternative "C" which will provide an adaptive management approach to this unique National Park corridor.

Correspondence ID:

3010 Project:48252 Document: 68894

Name:

Scheele, Laura

Address:

Idaho Falls, ID 83401

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I urge the adoption of the preferred alternative in order to safeguard wildlife and ecology. Please consider holistic ecosystem

management and the enormous positive economic impact from wildlife-based tourism in making your decision.

Thanks so much,

Laura Scheele

Correspondence ID:

3012 Project:48252 Document: 68894

Name:

Brad, Candy

Address:

Boulder, CO 80302

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I strongly support Alternative C for the following reasons: Grand Teton National Park is one of the gems of our National Park

System. There are several paved roads and access points for visitors to get a broad experience throughout the park. Moose-Wilson Road remains a glimpse

into the more remote, difficult to access portions of the park that many of these visitors will never venture off road to see. By maintaining the current

footprint of the road, the NPS will preserve valuable wetlands and food sources for the diverse wildlife that make this portion of the park their home.

Alternative C will also help to decrease vehicle traffic speed on the road at all times, making the road more enjoyable for all users and will also allow better

regulation of increased visitation during peak times (berry season), thus helping to reduce potentially life threatening human-wildlife encounters.

There should always be a balance between preservation of wild lands and the enjoyment of the public who support those lands. Alternative C gives NPS

the best option to achieve this balance.

Correspondence ID:

3014 Project: 48252 Document: 68894

Name:

Prichard, Rosemary F

Address:

Los Angeles, CA 90065

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,26,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: "I strongly support Alternative C" for the following reasons:

It's VERY important

Grand Teton National Park (GRTE) has long struggled with 'what to do' with the glorious Moose-Wilson corridor. Alternative C is the result of extensive

research and analysis and upholds the core values of the National Park Service to protect the resource, while providing for public enjoyment the resource

(wild-lands and wildlife) is clearly the priority. Alternative C has the immeasurable benefit of including an Adaptive Management approach which will

allow GRTE to respond to changing needs in the corridor. This offers the very best opportunity for honing and perfecting strategies to protect the area.

It protects the resource by:

Saving more than 3000 trees.

Averting enormous construction impact and emissions.

Protecting unique indigenous artifacts.

It protects wildlife by:

Further decreasing speed and usage. There were far fewer confirmed wildlife vehicle collisions between 1991 and 2015 on Moose-Wilson Road compared

to significant wildlife-vehicle collisions on a north park road through similar habitat that has a higher design and operating speed. (Parts of the northern

road are year round unlike Moose-Wilson and there are higher travel numbers, but it is a good example that width, clearer sight lines, and increased speed

have a greater negative impact on animal mortality)

Preventing widespread habitat loss from new construction, allowing animals to remain in familiar and undisturbed refuge.

Reducing the risk of negative encounters between people and large mammals including grizzly bears and moose.

It protects people by:

Slowing traffic and managing it at reduced speed

Adding speed bumps and controlling user numbers at appropriate heavy traffic times.

Increasing safety for experienced cyclists who take responsibility for riding through a narrow road with extensive wildlife. (Similar to the differences

between skill levels on ski runs, or when hiking and climbing, or white-water versus still-water recreation

Being a financially responsible alternative

Please enact Alternative C.

Correspondence ID:

3016 Project:48252 Document: 68894

Name:

Sielaff, Vicki

Address:

Livingston, MT 59047

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,27,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I strongly support Alternative C for the Moose-Wilson corridor for the following reasons:

- Protecting the land as well as the wildlife is the priority of Alternative C.
- Alternative C averts damaging construction efforts in the corridor, which protects land, wildlife and trees.
- Alternative C protects artifacts

Alternative C helps prevent potentially dangerous conflicts between people and wildlife, as well. Habitat loss is an ongoing concern for America's wildlife.

This is also addressed by Alternative C. The slower road speed benefits people and wildlife.

Alternative C makes the most sense for this critical wildlife corridor.

Correspondence ID:

3017 Project:48252 Document: 68894

Name:

Manske, Dennis

Address:

Limerick, ME 04048

United States of America

Outside Organization:

Mr. Unaffiliated Individual

Affiliation:

Member

Received:

Jan,27,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternative C.

Having been there and enjoyed the wonders of the habitat, I would like to support the effort. I have looked over the various alternatives and believe that

"Alternative C" provides the greatest balance of concern for the environment and increasing safe public access.

Regards,

Dennis Manske

Limerick Maine

Limit Moose-Wilson corridor access to 200 cars at a time during the busiest summer months to reduce traffic. Through park signage and outreach, visitors

outside the corridor would know the wait time for access, which is not expected to exceed 15 minutes even during the busiest times of the summer;

Extend the length of the "Death Canyon" hiking trail by one mile and replace damaging unauthorized vehicle pull-offs with a new parking area;

Continue to allow winter recreational access to the road, which is closed to vehicles for cross-country skiing and snowshoeing;

Maintain the current "footprint" of the road with minor changes;

Reduce the speed limit from 25 to 20 miles per hour, add "share the road" signs, and create bicycle-friendly pavement edges so cyclists can leave the road

without incident;

Continue to study and adjust management in the corridor over time based on new peer-reviewed science.

It is my understanding that the National Park Service is also considering transportation options for visitors, such as a small-scale shuttle system. I would be

fully supportive of such efforts to ensure tourist access to the area, while simultaneously reducing traffic. Thank you for the opportunity to share my

concerns related to Park access, wildlife protections, and parks management.

Correspondence ID:

3019 Project:48252 Document: 68894

Name:

Braban, Robert L

Address:

London, UN NG348XH

United Kingdom

Outside Organization:

travelwatchdog.com Unaffiliated Individual

Affiliation:

Member

Received:

Jan,27,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I am a travel writer, broadcaster, lecturer and consultant of many years experience based in the United Kingdom, but until partial

retirement working across Europe and covering a wide range of topics including USA travel. As such, I support alternative 3 for a variety of reasons.

Until some ten years ago the US National Park Service was the most respected organisation of its type anywhere in the world. There was wide spread

admiration for pioneers such as John Muir and the various politicians that helped to establish what almost everyone believed were inviolable sanctuaries for

a wide range of animal species. The growth of communications, travel and particularly social media, have together shattered the 'safe haven illusion and

there is a view that like so many other aspects of American life,the NRA has become the dominating influence as the hunting fraternity seek more and more

animals to kill.

European travellers are particularly sensitive to the preservation of wildlife, particularly because many of the species that were indigenous to continental

Europe were wiped from the face of the earth by practices similar to those that are today in evidence in areas of the USA. The same arguments were used,

particularly that killing is good for conservation. It turned out that with a little help from disease, killing was particularly good for extinction. Recent events

in Florida and New Jersey and the planned exposure to killing of the Grizzly Bears in Yellowstone National Park, have already had a profound effect on

European travellers and this can only grow. A recent poll in the UK established that in excess of 83% of the population are against hunting, a figure that

grows still further when vermin are removed from the question. The figure on the less civilised parts of the European continent is probably a little lower,

but anti-hunting sentiment is steadily growing whilst support for killing declines. I have already seen practical evidence of a reaction to recent events in the

US with the cancellation by a party of eight of a planned trip to Yosemite, despite the assurance that Yosemite is not affected. The reaction of the principal

traveller to a suggestion that he should register a protest and continue within trip was When hell freezes over. (The reaction was to the slaughter in Florida).

Correspondence ID:

3021 Project:48252 Document: 68894

Name:

Hatch, Dawn

Address:

Garden Ridge, TX 78266

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,27,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I am a Texas Certified Master Naturalist and I volunteer frequently at the Bracken Bat Cave, the world's largest bat cave located in

Bracken, Texas. It is important to me to protect the habitat along Moose-Wilson Corridor for generations to come of the species that inhabit the corridor. I

have been a long time visitor to the area and Grand Teton National Park. I would love to see this area protected from wildlife-human encounters and

protected for future generations of wildlife. I support Grand Teton National Park's Alternative C program.

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

Is Grand Teton National Park shrinking? How much habitat has been lost to the Jenny Lake expansion, the bike path, Craig Thomas Visitor Center, and

trails between the visitor center and the Murie Ranch? What other development has damaged or destroyed habitat making the park smaller for wildlife use?

My primary concern regarding the Moose-Wilson Road is protecting wildlife and the habit they depend on.

I commute from Moose to the West Bank. I frequently use the Moose-Wilson Road. Nevertheless, I support keeping the road rural and limiting the traffic. I

can take another route to work. Protecting wildlife, habit, and the character of the road is more important than my convenience. It is more important than

any commercial interest, speed to the airport, or recreation.

The Moose-Wilson Road holds a very special place in my heart. It is where I roll my windows down and smell the choke cherry blossoms in early summer.

It holds the places where some of my happiest, indelible memories were created. It is an opportunity to commune with God. I hope to go there and enjoy it

for the rest of my life, but I would rather see the whole area shut down to protect wildlife, rather than have it desecrated by expansion or bike paths.

Please hold the line. Place wildlife first.

Respectfully,

Lisa Rullman

Correspondence ID:

3024 Project: 48252 Document: 68894

Name:

Hill Stone, Cindy

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,27,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for logically dismissing the use of a "pathway" in the Moose -

Wilson Corridor. I grew up on the Moose-Wilson Road and have an intimate fondness for this corridor. I also attended Teton Science School when it was

across from White Grass Ranch.

A pathway would only mean more human/bear encounters, humans would be hurt, bear would be euphonized.

There is going to be big money bending the rules to run their agendas.

Stay the Course

Thank You again

Cindy Hill Stone

Correspondence ID:

3025 Project:48252 Document: 68894

Name:

Bainbridge, Deidre J

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,27,2016 15:06:43

Correspondence Type:

Web Form

Correspondence: I support the Grand Teton National Park Alternative (c). I absolutely oppose a bike path. I oppose winter plowing of the road. It is

critical habitat for many species who deserve to be protected in the winter months and who cannot be driven off of water and forage in the summer months

by bicyclists. I honor this DEIS process and appreciate the right to be heard. My voice is covered in the Grand Teton Park Alternative (c). It is the best

option for man, wildlife and for the heart of Laurence Rockefeller's dream.

I do have one caveat which is there are times that there should be alternative trails at the LSR to avoid the service and other berry patches which are so

close to the Cultural/historical center. The Center is ill placed in terms of wildlife needs for the berries. It is so sad to see bear 760 so photogenic in the

fountain just weeks before he was killed by WYG&F.

Lets assist the wildlife in staying in this area of the park by also limiting hunting at the South end of the Park. I would add that any use of the road for

hunting purposes must include removal of gut piles to prevent the bear from leaving the park in search of inappropriate food which will ultimately result in

human/bear contact and death to the bear.

Correspondence ID:

3026 Project:48252 Document: 68894

Name:

kiefling, john w

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,27,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Having lived and worked here for 47 years and a life-long Wyoming resident, my wife and I have observed more than our share of the

public's disdain for Park Regulations within the MW Corridor. We travel this corridor an average of twice weekly to enjoy the wildlife and scenery. Too

many times we see everything from large produce delivery trucks coming from their business stops north; the new commercial wildlife scenic tours (Idaho

plates) which stops in the middle of the road in the no stopping segment of the road south of Death Canyon and sometimes get out to photograph everything

from bears, deer, elk, and birds without any concern for other travelers following the rules; most drivers do not follow any speed limit signs within this

area; a dearth of taxi's, which come from the airport and travel to the village...coming from the north I suspect most of them do not have any Park Permits;

large RV's and trailers who also do not follow the rules coming from the north end of same.

In the past, the NPS had indicated they would put in an entry kiosk station at the north end of this area in order to avoid such problems...this is to be

addressed later no doubt. Needless to say, we would like to see this endeavor put into place as soon as possible to curtail abuse of the current road use and

restrictions, and to generate much needed revenue. This points out the specific need for Park Rangers to patrol this area more often now, let alone when a

new plan goes into effect.

Although we would agree with your proposed preferred alternative. We would strongly recommend you not let the county, nor village business interests

put pressure upon you to allow tour bus traffic to and from their establishments this proposal speaks for itself when wildlife concerns are at stake. As

your agency has stated; your obligation as a federal agency in is to preserve and protect the ecological environs which represent Grand Teton Park. Protect

what you have, and do not let those who truly lack any intellect of environmental needs and protection, play a role in your decision.

Thank you for the opportunity to comment on this issue.

John and Loyola Kiefling

Correspondence ID: 3028 Project:48252 Document: 68894

Name: Conger, Valerie

Address: Jackson, WY 83002

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,27,2016 00:00:00

Correspondence Type: Web Form

Correspondence: I've submitted various comments a number of times now. I hope that the GTNP will not succumb to the special interests that may not take into account the NPS's mandate which is to protect the Park's resources for generations to come. The resources along Moose-Wilson road are very precious and the eco-system in this area is very fragile. I encourage the Park to adjust the road to divert it away from the sensitive riparian areas. A limited number of pull outs may be necessary, however, the priority should remain the protection of the wildlife and the natural resources in this area. The road is already closed most of the year, and when it is officially open, it experiences additional closures when the bears frequent the area. I would support a complete closure to vehicles other than NPS buses in the scope of a transit system similar to that of Zion National Park. The road could also remain open to bicycle and pedestrian traffic.

Convenience for motor vehicles should not be favored over protection of wildlife and natural resources.

Correspondence ID:

3029 Project:48252 Document: 68894

Name:

Harvey, Ann

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,27,2016 18:14:39

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to comment on the Draft EIS for the Moose-Wilson Corridor. I appreciate the Park Service's

commitment to protecting the values of the corridor, and not giving in to the pressures to provide a separate bike path or to make the Moose-Wilson Road a

major thoroughfare. The fact that the County has approved and promoted residential and commercial development at Teton Village and other places in the

County does not obligate the Park Service to accommodate ever-increasing demands for recreational amenities or transportation facilities in the park. In

fact it makes it all the more imperative that you resist pressures for more development in the park. I am glad to see the Park Service recognizing your

fundamental responsibility to protect park resources.

I strongly support some other aspects of the preferred alternative, Alternative C. Specifically:

- I am glad to see you have not caved in to the pressure to construct a separated bike path through the corridor. If cyclists don't believe the road is safe,

they can ride elsewhere. Paving more of the park, through critical wildlife habitat, is not the answer. Please stick to your decision not to construct bike

paths. The DEIS (p. 290) says there were a total of two reported collisions between bicycles and vehicles in the 2002-2012 period, one of which involved a

bicyclist running into a parked dump truck. While any collisions are regrettable, two collisions in ten years hardly seems like an indication of a terribly

unsafe situation. I think the safety argument is a red herring.

From the perspective of protecting wildlife within the corridor, especially black and grizzly bears, it would be a huge mistake to construct a separate bike

path. The DEIS reports data from studies of the other pathways constructed within the park, which show that black bears alter the way they used areas

within 550 yards of the multi-use pathway corridor during times of peak human use. This number multiplied by miles of pathway is a very significant

habitat diminishment. Cyclists don't like to admit that they and their pathways are displacing wildlife, but they are. And unexpected encounters between

bears and people (especially cyclists) would be much more likely with a separated pathway. If a bear threatens or attacks a person, the bear will, in all

probability, end up dead. The habitat on either side of the road should be left alone, for the wildlife, and the Park Service should continue closing the road

whenever grizzly bears are using the habitat in the vicinity of the road.

- I absolutely support your decision not to groom the road in winter. This would be a terrible idea. It should be left alone, for snowshoers and skiers to

experience as a quiet, non-mechanized trail. If you groom it, it will completely change the experience from an experience of a fairly natural setting to a

sense of following a manicured and human-dominated roadway. The wildlife that lives in the park would be disturbed by the noise of grooming machines.

I do not agree, however, with all aspects of the preferred alternative. To begin with, simpler solutions are better than complex ones. If there is a way to

meet the goals of protecting the natural qualities of the corridor and limiting excessive visitor use by simple means, it would be smart to choose that

alternative over one that requires heavy regulation, somewhat subjective estimates of appropriate use, inconvenience for park visitors, future adjustments

via "adaptive management," etc. There are two very simple means that would cut use in half, while avoiding the need for the elaborate system you propose

of counting cars and people and forcing people to wait outside the gates during peak times. These are 1) restore the entire length of the road to a gravel

surface, and 2) make the road one-way. The first would discourage use by people who don't want to drive on rough roads (a choice available to all, not a

regulation imposed on them), and the second would cut out approximately half of the traffic. These two simple measures would return the corridor to a

reasonable level of use without resulting in severe inconvenience to locals or visitors, angry tourists forced to wait in line, rangers being forced to put up

with angry tourists, interest groups insisting the Park Service-imposed limits within the corridor are arbitrary and too low, and other foreseeable outcomes

of the system you propose.

I realize that there was strong objection from the local community when the one-way road idea was proposed a few years ago. But that isn't a good reason

to scrap the idea. Imagine a scenario where the Park Service had been plowing the road in winter for years, and proposed to stop plowing it and close it in

winter. The community would go ballistic, accuse the Park Service of wanting to destroy the local economy, insist that closing the road would limit escape

routes in case of natural disasters, scream about lost recreational opportunities, etc. But, because the road isn't plowed and is closed every winter and has

been managed that way for decades (or forever?), we are all used to it and it's just a simple fact and somehow the economy goes on and we all get by.

The same is true for making the road one-way. Of course it's inconvenient-I would be sorry to lose the freedom we now have to go both ways whenever we

want, but that freedom is going to be lost anyway. I would much rather know that the road is one-way, all the time (except when the road is closed in

winter), and adjust to that, than have to check the internet or road signs every time I want to go to the Park to find out whether or not there's a line to get in.

And no matter how hard the Park Service tries to get the word out in real time about waiting times at the entrance gates, there will be many tourists who

don't even know they should be checking, or who miss the signs, and they will show up at the Granite Canyon gate without a clue that they might have to

sit in their car for 15 or 30 minutes waiting for other visitors to leave the corridor. People will have plans to meet family or friends in the Park at certain

times; they will miss their connections due to the waiting times. Visitors will be annoyed or angry, and the hapless entrance station employees will have a

miserable time of it. I urge you to reconsider making the road one-way and make this simple solution a part of the preferred alternative.

I urge you to re-think the decision to pave the road. Paving will only draw more drivers to the corridor, increasing traffic and increasing waiting times if

you implement the plan to limit cars on the road at any one time. It will also increase car speeds, even if you are trying to enforce a slower speed limit. The

entire length of the road should be restored to a gravel surface. This would do a great deal to limit traffic and keep the corridor experience from feeling

urbanized. One of the charms of the Moose-Wilson Road is that it's a different experience from other park roads, by virtue of being a partly gravel road.

The DEIS says that one of the features visitors commonly mentioned they would like to see maintained is "the historic character of the road" (p. 278).

Paving the road will not maintain its historic character.

I would also urge you to resist any pressures to add mass transit to the Moose-Wilson Road. It sounds good, but comes with its own set of problems. Where

will the buses or vans pick people up, and what sort of parking facilities will be needed for those people to leave their cars? If the buses fill up, then what-

will more buses be added, bringing ever more people to the trailheads within the corridor? Dumping busloads of people at trailheads will lead to crowding

and a diminishment of the experience of solitude and naturalness. Or will people be forced to wait for long periods between shuttles? That isn't likely to

make visitors happy either.

Finally, I think the decision to keep the road in its existing alignment through the wetlands complex should be reconsidered. The values of these wetlands

to amphibians and other aquatic species (as well as to moose, beavers, other mammals, and birds) would be greatly enhanced by relocating the road and

getting heavy human presence away from the wetlands. The habitat values of the wetland complex would also benefit tremendously if connectivity were

restored between the wetlands and the hillside to the west.

Thank you for considering these comments.

Sincerely,

Ann Harvey

Correspondence ID:

3030 Project:48252 Document: 68894

Name:

Arndt, Melanie

Address:

kelly, WY 83011

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,27,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: To whom it may concern,

I find it not surprising that Friends of Pathways - an organization that I have in the past believed in and supported generously - and the Teton Village

Association, which has only its own interests at heart, have both put such pressure on the Teton County Board of Commissioners to add a request for a

pathway and transit through the highly sensitive Moose-Wilson corridor.

I have supported pathways throughout this county but I DO NOT support one that moves through the MW road. I deeply oppose it. I find it slimy that

Friends of Pathways is running such a duplicitous ad, pretending that a pathway there will reduce traffic, when your preferred alternative already

accomplishes that goal. I cannot abide by that kind of manipulation.

I support recreationists throughout most areas in this valley. However, I believe it would be a huge mistake to approve anything but your preferred

alternative regarding the MW area. You, the Park, have done an admirable job fighting legislative pressures and local pressures to use the MW road as a

tourist outlet and one that will ultimately generate money for the state in tourism revenues.

As always, our state government thinks only of our county as money generator. That is depressing.

Thank you for remaining strong and sticking by your preferred alternative. It's a hard thing to do these days, with all the groups who seek to gain something

by opening up that corridor to more pedestrian, biking, hiking and vehicular traffic.

Were that corridor to be developed in any way or a cap not put on vehicles that use the road, we would lose yet another pristine and critical wildlife area in

our valley - so few of which remain.

Please back your own preferred alternative when the time comes.

Thanks so much for your strength of character,

Melanie Arndt

Correspondence ID:

3032 Project:48252 Document: 68894

Name:

King, Donald

Address:

Omaha, NE 68135

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,27,2016 00:00:00

Correspondence ID:

3033 Project:48252 Document: 68894

Name:

Bayour, Karen

Address:

Troy, MI 48085

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,27,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Our wildlife is very important to me, That is why I support alternative C. It will save many trees which help keep natural habitats for

animals. Our family loves to go into nature as much as possible, however we realize there must be a balance to protect just those very habitats and animals

for the next generations as well.

Thank you.

Correspondence ID:

3034 Project: 48252 Document: 68894

Name:

Bruun, Paul

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,27,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Good morning,

Unfortunately the battle of the Moose-Wilson Road corridor winding along some of Jackson Hole's most dramatic wildlife/scenic corridor has become a

political football of immense proportions.

During the late 1960's and throughout the 70's it was always a special treat for me to poke along this delightfully bumpy, dusty trail, with no particular goal other than "being there."

This situation no longer exists and it takes a lot to convince me to risk traveling to Moose from outside Teton Village. Being shoved, pushed and threatened by rental and local SUV drivers hell-bent on getting to-and-from their recreation headquarters at Teton Village and surroundings, is no longer "fun" nor enjoyable.

This once relaxing dirt trail has been loved to death by too many.

Adding more public transportation, bike paths and the rest of the overburden of our new valley of massive excesses isn't a mission of the National Park Service.

Neither the powerful Jackson Hole Ski Corp, the Wyoming Governor nor the overwhelming crush of pedaling panderers known as Friends of Pathways should sway Grand Teton National Park into eroding the little remaining "natural" aspect of classic ground transportation access.

This road doesn't need to become a recreational freeway for the use of uninhibited promoters, dirt pimps and those selfish enough to shove their personal agendas down the throats of otherwise complacent residents and visitors. The Jackson Hole Airport is a perfect example of same behavior run amok.

Thanks for the opportunity to comment.

Sincerely,

Paul Bruun

Jackson, WY

Correspondence ID: 3035 Project: 48252 Document: 68894

Name: Redfield, Craig

Address: Mesquite, NV 89027-1217

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,27,2016 00:00:00

Correspondence Type: Web Form

Correspondence: To eliminate a bike and pedestrian path, through the north end of Moose-Wilson road, will save lives! Not only human lives, but

many species of animal lives. This corridor has an extremely abundant, Elk, Moose, and Bear population, and if you put a bunch of people, out in the same

space as these wild animals, with no protection, people are going to be hurt or killed. And then the bear, that ate the biker or hiker, will have to be killed, or

the moose, that catches a human between her and her baby, in her house! That's right, this area is, these animals homes, and they don't have much space

left, to survive. Bicycles, and pathways, are not required for human life, they are a luxuries that we can live without. Wild animals don't have that choice,

they need to eat, and breed, and live, without being invaded, by silent, invasive species(humans). There is a wonderful pathway, which starts in Teton

Village, goes to and through town, and north in the park, to Jennie Lake. So, you can get to the park on a bike! Give the animals a break, you've already,

taken a lot of prime habitat, to have your luxurious houses, golf courses, ski ares etc. The lower the speed limit, the better. Having spent 60 years in the

valley, we were always able to recreate, with what we had available, trying to preserve the primitive wild life and land, so it would be there for our

children, and grandchildren. This road, should not be considered, a main thoro fare, it should be a scenic side road, with limited vehicle traffic!

Correspondence ID

Name:

Hens, Chris

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: My comments are simple. What would Rockefeller do? The whole point of his donation of this spectacular land was to protect it from

ourselves. Let's honor his intent and spirit of what is right for our progeny. Let's protect the environment and the wildlife from what we know will be

human exploitation and irreverence. The animals don't have such a choice. We do.

There are already plenty of options for people to enjoy this immaculate beauty. Let's not add this very sensitive corridor to them.

Please do not allow this plan to go through.

Correspondence ID:

3037 Project:48252 Document: 68894

Name:

Kaufmann, Mary L

Address:

Moose, WY 83012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 01:23:03

Correspondence Type:

Web Form

Correspondence: January 27, 2016

To the GTNP Officials:

I want to acknowledge my support for your selection of Alternative C as the solution for the Moose-Wilson Road, and to add my name to the list of those

opposing the addition of a bike path and/or increased commercial traffic on this road. As a resident of Jackson and a long-time lover of the uncommon

beauty of the Moose Wilson road I would be heartbroken if this unique 7.7 mile strip of road were to succumb to the pressures of a singular business

interest and/or a singular recreational group.

My husband and I often take early morning or evening drives down the Moose-Wilson Road - the charm of the twisting, winding road, the hills and the

wetlands, the mystery of what might be around the next curve is a treasure I don't want to lose. Personally, a peacefulness settles over me on these drives -

it's a time to slow down and enjoy the beauty of nature - the trees and the underbrush that come right up to the edge of the dirt road and the flickering

filtered light offered by the canopy on a sunny morning, the excitement of a bear sighting as they come down the hill for an evening snack of roadside

berries, wondering if we'll spot a beaver in the pond or will there be a moose in the willows just around the next bend, listening to the fall music of the bull

elk bugling and giggling as we watch their frantic attempts to corral their harems on the hills above.

This little strip of road is a special place - an uncommon place - there is no other road like it. Not only would adding a bike path and/or increasing

commercial traffic on this road destroy its rural charm, but I see enough wildlife in our drives to be concerned for the safety of the bike riders and walkers

who would be exposed to an attack if wildlife was provoked. It just doesn't make sense!

Reviewing the FOP website - they suggest installing rumble strips to alert wildlife of approaching bikes - what a ridiculous suggestion - however it does

acknowledge the potential dangerous interactions with wildlife; they also propose that the bike path only be open from 9-5pm daily for the three months of

June, July & August, their selfish desire for a bike path to be used for that little amount of time is not worth the cost - both in real dollars and in the

priceless cost of a beautiful solitary country road - especially when an alternative path already exists along the elk refuge going north from town.

As a reminder - the residents of Teton County have already approved over \$10M of SPET taxes to build 56 miles of new bike paths around the valley and

in GTNP. That is enough! Does FOP have to get everything they ask for? No! This is one bike path proposal to which we must firmly respond 'No'. Instead

we should preserve this uncommon back road and limit access in order to provide its wild inhabitants with as close to a natural environment as possible.

Please stand firm on Alternative C - along with controlled limits on vehicles and no bike path.

Thank you for the opportunity to share my thoughts and comment on this proposal.

Sincerely,

Mary L. Kaufmann

Jackson, Wyoming

Correspondence ID:

3039 Project:48252 Document: 68894

Name:

Bowles, James

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for extending the comment period.

I would make these recommendations if the road remains open.

1. Widen the road to allow more safety for bicyclists/ pedestrians while controlling the vehicle speed limit with various physical controls.
2. Improve ALL the trailhead parking lots
3. Create more pull outs with time limits posted for cars especially for the commercial 'wildlife safari' vans if commercial vehicles are allowed in the park.

Limit these commercial trips by and increasing their entrance fees/licenses.

4. Limiting car numbers would be difficult and controversial. i.e. Who is there parked and hiking all day and not traveling thru. Etc...Maybe commuting

workers receive a special pass to and from their work site.

Correspondence ID:

3041 Project:48252 Document: 68894

Name:

Moyer, Peter F

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: David Vela, Superintendent

Grand Teton National Park

Moose, Wyoming

RE: Moose/Wilson Corridor

Dear David:

You and your staff are to be highly commended on Plan C, the best alternative for the Moose/Wilson corridor.

Some special interest groups- -such as a Teton Village commercial group and a pathways organization- - are aggressively promoting their own narrow

agendas, which have little to do with the much broader National Park Service mission which you and your staff have heeded with dedication and vision.

Again, you and your staff are to be commended.

Sincerely,

Peter F. Moyer

PFM:md

cc: National Park Service Comment file

Teton County Commissioners

Jackson Town Council

Interested Parties

Jerry Blann

Pathways group

Correspondence ID:

3042 Project: 48252 Document: 68894

Name:

Phillips, TAYLOR

Address:

Jackson , WY 83002

United States of America

Outside Organization:

EcoTour Adventures Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to comment. As a CUA road based tour operator in GTNP I commend the NPS on their evaluation of

the Moose Wilson corridor in their management plan and the preferred alternative C.

The M-W area is a very unique portion of the GYE and deserves protection for its wildlife and historical significance. Yes, it is important that visitors have

access to the resources. You have allowed that to occur with alt. C.

There is no need for a bike path. Thank you for not adding more pavement in the park. The bike path would not alleviate traffic congestion. It would be

used for recreation.

I believe there are ways to improve alt C.

Consider a smaller amount of vehicles in the corridor at a given time.

Consider public transit to trailheads and visitor centers

Consider smaller parking lots for trailheads

Please don't remove vegetation along the road. The majority of the corridor's hawthorn bushes are adjacent to the road. You remove the bushes (you won't

have a bear problem) (I assume that is why you are proposing to remove them) but then you impact the very wildlife you are striving to protect. Consider

road closures and or more of a presence of the wildlife brigade. With fewer cars the bear jams will be less problematic.

Thank you for reading.. Taylor Phillips

Correspondence ID:

3043 Project:48252 Document: 68894

Name:

Liljeroos, William

Address:

Mahopac, NY 10541

United States of America

Outside Organization:

NA Unaffiliated Individual

Affiliation:

Member

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I have been visiting Grand Teton every year since 2007, as a wildlife photographer I always look forward to going to the moose

wilson road to see black & grizzly bear, moose and Great gray owls for the ultimate photo op, it is a shame that people cannot follow simple rules. I

suggest putting in eco-friendly boardwalks along the road.

Correspondence ID: 3045 Project:48252 Document: 68894

Name: Alderson, Clay

Address: Skagway, AK 99840

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,28,2016 00:00:00

Correspondence Type: Web Form

Correspondence: I am a former employee of Grand Teton National Park (permanent 1972-75: seasonal 1959-65). I spent 34 years as an employee of the

National Park Service, mostly as a park superintendent in three park areas.

The park is pursuing the proper level of development with the selection of the option to have limited access on the road with NO pathway. I applaud the

decision of the park to stand firm in the face of local political pressure to overdevelop the Moose-Wilson corridor. This corridor is too valuable for

wildlife habitat to allow any greater development than that which is currently envisioned in the preferred alternative.

--Clay Alderson

Correspondence ID

Name: Blomberg, Peter J

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 11:23:54

Correspondence Type:

Web Form

Correspondence: Given the lack of representation by the Teton County commissioners and perhaps now the Town of Jackson to my views, I need to comment.

There is a need for safety for bike riders and the recreational opportunity for bike riding. It also appears the Park Service does not support this given the preferred alternative. But there is hope!

The Park Service did not originally support bike riding in and through GNP starting at Moose northward early on. But the Park Service had a change of

heart, and now we have a spectacular bike way along the main park road north from Moose. This has been a great boon to all visitors.

I am casual bike rider. I rode the Moose-Wilson Road through the park on only one occasion this summer. It was unpleasant, given the blind corners and

inattentive drivers. Bike riding the Moose Wilson Corridor through the park is a natural extension of the current bike path that ends a little north of Teton

Village. Creating a bike path away from the the current road in the park, east out into the flat resolves most "people - animal" interactions and it provides

for a safe recreational location for bike riders. For shorter rides, it provides access to the park without having to drive into town or up to Moose to park and

start a ride (wasting fuel).

Given the choices, it is hard to pick one since there is not one plan that encompasses my view. However, Alternative D has the most promise, since at least

there is a bike pathway on the plan. I would combine this with Alternative B to improve the road along it's entire length, And what is good about both plans

is they move the road away from the usual bear feeding zone in the late summer and autumn.

I have concerns about the traffic cap in alternative D. Will this become another business or concessionaire comes first situation like the Snake River access

appears to be heading? The Moose-Wilson Corridor used to be single car traffic, not too busy. In the past five years, it has become the wildlife viewing

concession track. Do we need all this relatively new commercial traffic at all? Do we have to have the additional revenue? Are we selling out the park

experience to commercial interests?

I do care deeply about the Park, access and the visitor experience. If we are going to cap visitors, lets start with the main roads into the park at Moose and

Moran. Visitor parking spaces have already outstripped demand. That is the most critical issue going forward. (A hybrid plan like Yosemite has might

work - buses and family vehicles coexist).

I wish you well in this endeavor. I trust one person's opinion has significant impact on your decision. And hopefully, there are many others who are

expressing somewhat similar views.

Best!

Peter J. Blomberg

Correspondence ID:

3047 Project:48252 Document: 68894

Name:

Sundaresan, Siva

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Jackson Hole Conservation Alliance Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,28,2016 12:10:34

Correspondence Type:

Web Form

Correspondence: January 28, 2016

David Vela, Park Superintendent,
Grand Teton National Park
P.O. Drawer 170
Moose, WY 83012-0170

Subject: Jackson Hole Conservation Alliances Comments on the Moose-Wilson
Corridor Comprehensive Management Plan Draft Environmental Impact Statement

Dear Superintendent Vela,

The Jackson Hole Conservation Alliance (Alliance) appreciates the opportunity to provide comments on the Moose-Wilson Corridor Draft Comprehensive

Management Plan / Environmental Impact Statement (DEIS). The Alliance has a long and positive relationship with Grand Teton National Park (park) and

we look forward to working with the park through this process to develop a plan that effectively protects park resources and wildlife, while enhancing the visitor experience.

We appreciate and commend you and your staff for the exemplary fashion in which this process has been conducted. We recognize the significant effort

and study that has gone into gathering relevant data for making management decisions. We also thank you and your staff for taking the time and effort to

transparently engage with and explain the planning process to us, and to the community. We hope that you will continue this open, science-based process

and trust that the final decision will emerge from this process, free of any political interference.

Below, we provide suggestions directed at improving the Parks preferred Alternative C (Alt C), as identified in the DEIS. Our suggestions are motivated by

these guiding beliefs:

Guiding Beliefs

" The Moose-Wilson corridor (MWC) is a unique part of the Greater Yellowstone Ecosystem and Grand Teton National Park that harbors a diversity of wildlife, habitats, streams, rivers, and scenic resources. It provides an unparalleled chance to experience some of Grand Tetons most spectacular wildlife, habitat, and scenery. The National Park Service has an obligation to protect and preserve these resources and must focus their efforts on doing so.

" The Moose-Wilson Corridor Comprehensive Management Plan should focus on long-term protection for wildlife and habitat in the Moose-Wilson corridor while making it easy and safe for people to visit this unique area on foot, bicycle, or public transit.

" The Moose-Wilson corridor is not a transportation corridor for people trying to drive across the county. It is a special place to visit in Grand Teton National Park because of its rich wildlife habitat and abundant recreational opportunities.

Overall, the Alliance believes that the preferred alternative takes a few steps in the right direction - like limiting the number of cars in the corridor to 200 at any one time, reducing the speed limit to 20 mph, and improving the road surface to increase safety for people on foot or bikes. We suggest some improvements for the park to consider that could help the plan more effectively provide appropriate opportunities for visitors to use, experience, and enjoy the area while protecting park resources.

Suggestions for improving Alternative C

Vehicular Cap

Increasing vehicular traffic on the road is by far the biggest issue impacting the corridor resulting in resource damage from overflow parking (DEIS, pg 223) and posing a challenge to the visitor experience. The park should take more aggressive measures within the existing developed footprint to reduce traffic while also protecting natural resources and making it a safer and a more pleasant place to visit. As currently defined, the 200 vehicle cap corresponds

to a peak level met on only few days in the busiest seasons. We appreciate the adaptive management approach to evaluating the suitability of this cap based

on the chosen indicator of providing vehicle free view sheds. However, we believe that a lower cap would encourage visitors to get out of cars and seek

more active forms of experiencing the corridor. A lower cap could also be combined with corridor-appropriate transit that serves popular trailheads and the

LSR preserve. Fewer vehicles driving within the park would have potential benefits of reducing greenhouse gas and other emissions that may be associated

with our class I air shed.

Engineer the road for slow speeds

Please consider engineering the road for slow speeds, in addition to signage displaying the reduced speed limit. By engineering the road with additional

traffic calming measures such as speed bumps similar measures we can better ensure that drivers comply with posted speed limits. This furthers safety for

people on foot or bike who may share the road. Research shows that shared, slow-speed streets are some of the safest for people to walk and bike. In

particular, we bring the parks attention to two studies of bicycling infrastructure in Canada. The first shows that slow, local streets shared with bicycles and

vehicles can be significantly safer, in some conditions, than multi-use pathways (Teschke, K., et al 2012. Route Infrastructure and the Risk of Injuries to

Bicyclists: A Case-Crossover Study. American Journal of Public Health, 102(12), 2336-2343. doi:10.2105/AJPH.2012.300762). A second study

(Vijayakumar and Burda 2015. Cycle Cities. Pembina Institute, Calgary, Canada) evaluated cycling infrastructure across several Canadian cities and

showed that the city of Vancouver had the lowest number of crashes per cyclist when the majority of their bicycling infrastructure are signed routes on

residential streets shared with cars. In some ways a slow-speed, shared Moose-Wilson road would be comparable, in terms of traffic, to a residential shared

street.

Consider corridor-appropriate shuttles

In 2009, Grand Teton National Park studied the potential for public transit in the National Park (Kack and Chaudhari 2009). This report suggested four

potential transit routes, including a possible route between Moose and the LSR preserve. One conclusion of that study was that transit would be desirable

and supported among visitors and park employees, but would only be necessary when traffic and parking congestion occurs. Based on visitation this past

summer, we argue that congestion is currently an issue and the time is appropriate to reconsider transit, especially within the Moose-Wilson corridor. We

urge the park to analyze options for corridor-appropriate shuttle or van transit, building on past studies, within the specified adaptive management

framework and conforming to vehicle and visitor limits. Such transit could even be combined with an interpretive service that provides visitors with greater

information on the natural and cultural resources within the corridor.

Shrinking the size of parking lots

We urge the park to consider a smaller parking lot at the Death Canyon trailhead. The current plan proposes a parking lot for 80 cars - 40% of the 200 car

vehicle cap in the corridor at one time. This number of cars at the trailhead also corresponds to a peak parking demand that is met at only peak periods;

according to the Parks own visitor use studies. We believe a parking lot of 60 cars would be a more appropriate design. Again, such a move would be in

line with the general desire for fewer cars in the corridor, having smaller parking lots and encouraging more human-powered travel.

Maintaining vegetation along the road

We are concerned by the parks proposal to create vegetation setbacks along the road section between Sawmill Ponds and Death Canyon (DEIS, pg 52).

Vegetation along this road section represents some of the best seasonal bear habitat (berry patches).

We recognize that this habitat represents a source of

human-wildlife encounters during some seasons. We prefer to see those encounters managed through other measures such as road closures or wildlife

brigade staffing increases rather than by removing valuable bear habitat.

Consider a balance between cultural and natural resources

Finally, we urge the park to consider if any options exist to protect wetlands along the existing northern section of the road if the road was realigned further

east. We recognize the significance of the new archeological finds. We wonder, if in the long-term, there may be options for a culturally sensitive approach

to relocating this section of the road away from the wetlands without destroying archeological finds.

Thank you again for the opportunity to comment on this draft management plan and DEIS.

Sincerely,

Siva Sundaresan

Conservation Director

Jackson Hole Conservation Alliance

PO Box 2728

Jackson WY 83001

Correspondence ID: 3048

Project:

48252

Document:

68894

Name:

Spahr, John F

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to comment on the Moose-Wilson Draft EIS. I have enjoyed travelling through and to this area for over

40 years and value the importance of this area for wildlife.

Here are my comments:

I support the environmentally preferred Alternative C in the Draft EIS. This alternative balances wildlife protection and public use in a most effective

manner. However, I would like to add that consideration should be given to public transit option such as a bus loop with people parking at the Moose visitor

center or at Teton Village. This would cut down on vehicle traffic and allow for safer passage by pedestrians and cyclists.

Alternative C protects cultural resources and artifacts in this important area by maintaining the present configuration of the road except for the most

northern portion near the Moose entrance. It is important to me that all visitors to this area go through and entrance station.

By maintaining the present configuration with some improvements and a lower speed limit, Alternative C maintains the rural character of this corridor

while protecting prime habitat for grizzly bears, moose, elk and other animals. I am please the DEIS is protecting wildlife and maintaining the ability for

visitors to enjoy this wonderful area.

Alternative C considers safety as an important element for both human and animal encounters. Preventing conflicts between visitors, grizzly bears, moose

and other animals is a high priority. This is why I am against a separate pathway for cyclists and joggers. This area is heavily forested and a separate

pathway will increase the likelihood of the potential for conflicts, injury and possible death for visitor and wildlife. Everything should be done to eliminate

possible conflicts.

I have enjoyed many days of X-country skiing on the Moose - Wilson road. I strongly support leaving the section of road from Death Canyon intersection

to Granite Canyon trailhead unplowed in winter to allow for use by skiers, snowshoers and other non-motorized winter activities. I also strong feel that this

section of road should not be tracked or manicured for winter activities.

Finally the only public transportation through this corridor should be a bus system only. No other public system such as taxis or private transportation

services should be allowed period. Any commercial operations focused on interpretation, wildlife viewing, historical values should be encouraged under a permit system.

Please maintain the rural character of the Moose-Wilson Corridor. Alternative C, the environmentally and Park Service's preferred Alternative, does

maintain the rural character while balancing wildlife protection with public use.

Thank you for this opportunity to comment.

Correspondence ID:

3049 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: It's hard to understand how the 'one car out/one car in' option is really solving any problems. It just merely spreads the traffic out by

forcing users to cue up and wait their turn. Does that really help anything?

It's probably long overdue for GTNP to consider using shuttle buses during the peak summer tourist season; first on the Moose-Wilson road and eventually

on the inner park road. Since nobody absolutely 'needs' to drive the Moose-Wilson road, the best solution for now (and the future) would be to close the

road to private vehicles and have regular shuttle buses originating from transit centers near Teton Village and Moose. This would eliminate the Teton

Village to/from Airport abuse and make bicycling on the road much safer, among other benefits. No further upgrades to the road would be needed.

Shuttle buses in other parks (such as Zion, Grand Canyon, Denali & Yosemite) work extremely well and are really quite convenient. Grand Teton is set up

perfectly for shuttle buses. Traffic is only going to increase so why not solve this problem now with an eye on the future.

January 28, 2016

Dear Superintendent Vela,

Thank you for the opportunity to comment on the draft Moose-Wilson Corridor EIS. The League of American Bicyclists is the oldest National Bicycling

Advocacy organization representing our 20,000 individual members as well as over 300 state and local advocacy organizations, and 300 Bike clubs. Our

members are invested in bicycling opportunities on federal lands as well as our nation's roads and trails. We respectfully ask for the following

improvements to the draft Moose-Wilson Corridor EIS:

1. Include a well-designed pathway along Moose-Wilson corridor for park visitors biking, walking and to serve people with disabilities. Build the pathway

in two phases:

Phase one, build the southern half of the pathway, connecting the Granite entry to the LSR Visitor Center, as was approved in the 2007 EIS. Careful

pathway design will address the concerns with bears and wildlife.

Phase two, complete the pathway on the north section after completing archeological studies and mitigation, and shift the road section out of the identified prime habitat and wetland, as proposed in Alternative D.

The pathway could be part of the archeological mitigation. It would offer a remarkable visitor experience and interpretive journey teaching visitors about prehistoric Native American visitors. What better way to experience that history than a well-interpreted bicycle and pedestrian trail along the corridor, where visitors could literally walk in the footsteps of the first human visitors to Jackson Hole and Grand Teton National Park.

The draft plan failed to consider the needs of people walking. This is a separate mode of travel from biking, and the NPS should include the option for people to walk along the corridor. Just as there is a latent demand for people that would like to bike safely, there is a latent demand for people to walk. The distances are quite walkable, and if combined with alt-fuel transit, a pathway for would be a terrific low impact option for visitors to walk as well as bicycle.

2. Along with adding a pathway, the NPS should partner with the community on an alternative-fuel transit shuttle to provide new options for people and reduce private vehicle pressure and carbon emissions on the Moose-Wilson road. The parks prior Transit studies support this, and the Moose-Wilson plan should include this as part of the long-term solutions to visitor access to the National Park.

3. Missing topics that should be addressed:

Include Regional Transportation in the Final EIS. This topic is integral to Moose-Wilson, but was dismissed from consideration. Teton County has adopted a Comprehensive Plan and Integrated Transportation Plan that specifically calls for a regional approach to shared transportation challenges. The NPS should include this significant partnership opportunity in the Moose-Wilson plan. This would allow people to bike to the trail and potentially take some pressure off of the road system.

Address Air Quality and Climate Change. These related topics should not have been dismissed in the EIS. Both are very important to include in the Moose-

Wilson Corridor plan. The NPS has a responsibility to protect air quality in the National Park, and to take positive steps like the pathway to help combat

climate change in this plan.

Pathway user studies of the Moose-Jenny Lake Pathway. Include prior social science studies that were conducted by the NPS in 2007-2010. There are two

highly relevant before and after studies of pathway use in Grand Teton National Park, which document a remarkably high visitor experience with negligible

wildlife impacts. The results of those studies are very helpful in documenting the benefits of the pathway, and lack of impacts.

4. Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the

proposed use levels to any natural resource impacts or outcome. The NPS should instead develop a system that rewards people when they use alternative

transportation like biking, walking and transit. Manage private motor vehicles to a reasonable limit, and allow more people when they choose alternative

modes.

5. Winter access. The NPS should improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson

road and new pathway in the winter. A groomed trail would enhance winter access for Nordic skiing, walking, snowshoes, and fat bikes on the road and

pathway. This is another area where partnerships are feasible to assist the park. There could be a world-class 15km groomed trail from Teton Village to

LSR, using the pathway and closed road section to provide a remarkable national park visitor experience at a time of year when there are not significant

wildlife concerns.

6. NPS Management Policies. The EIS must consider and comply with the NPS Management Policy, Section 9.2. This is missing in the DEIS. The NPS

policy 9.2 states:

"Depending on a park unit's size, location, resources, and level of use, the Service will, where appropriate, emphasize and encourage alternative

transportation systems, which may include a mix of buses, trains, ferries, trams, and-preferably-nonmotorized modes of access to and moving within parks.

In general, the preferred modes of transportation will be those that contribute to maximum visitor enjoyment of, and minimum adverse impacts on, park resources and values."

Thank you for your consideration of these points. Please send any response to Caron Whitaker via email, caron@bikeleague.org

Sincerely,

Alex Doty

Executive Director

Correspondence ID:

3051 Project:48252 Document: 68894

Name:

Carlson, Barbara K

Address:

Austin, TX 78703

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I am in favor of your Alternative C Proposal.

I oppose the addition of a bike path. It destroys too much of the natural habitat needed for wildlife and also puts both bike riders and wildlife at risk with

surprise encounters. This is rich habitat for many wild creatures and their well being should be the Park's #1 priority. We are already fortunate to have

plenty of other places for biking.

Thank you for making this such an open process, but also for remaining steadfast to the mission of our national parks.

Correspondence ID:

3052 Project: 48252 Document: 68894

Name:

Quandt, Kristopher

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Grand Teton National Park,

Thank you for the opportunity to comment on the draft Moose-Wilson Corridor EIS. Please make the following improvements to the draft EIS:

1. Include a well-designed pathway along Moose-Wilson corridor for park visitors biking, walking and to serve people with disabilities. Build the pathway

in two phases:

Phase one, build the southern half of the pathway, connecting the Granite entry to the LSR Visitor Center, as was approved in the 2007 EIS. Careful

pathway design will address the concerns with bears and wildlife.

Phase two, complete the pathway on the north section after completing archeological studies and mitigation, and shift the road section out of the identified

prime habitat and wetland, as proposed in Alternative D.

The pathway could be part of the archeological mitigation. It would be a remarkable visitor experience if it was an interpretive journey teaching visitors

about prehistoric Native American visitors. What better way to experience that history than a well-interpreted human-powered trail along the corridor,

where visitors could literally walk in the footsteps of the first human visitors to Jackson Hole and Grand Teton National Park.

The draft plan failed to consider the needs of people walking. This is a separate mode of travel from biking, and the NPS should include the option for

people to walk along the corridor. Just as there is a latent demand for people that would like to bike safely, there is a latent demand for people to walk. The

distances are quite walkable, and if combined with alt-fuel transit, a pathway for would be a terrific low impact option for visitors to walk as well as

bicycle.

2. Along with adding a pathway, the NPS should partner with the community on an alternative-fuel transit shuttle to provide new options for people and

reduce private vehicle pressure and carbon emissions on the Moose-Wilson road. The parks prior Transit studies support this, and the Moose-Wilson plan

should include this as part of the long term solutions to visitor access to the National Park.

3. Missing topics that should be addressed:

Include Regional Transportation in the Final EIS. This topic is integral to Moose-Wilson, but was dismissed from consideration. Teton County has adopted

a Comprehensive Plan and Integrated Transportation Plan that specifically calls for a regional approach to shared transportation challenges. The NPS

should include this significant partnership opportunity in the Moose-Wilson plan.

Address Air Quality and Climate Change. These related topics should not have been dismissed in the EIS. Both are very important to include in the Moose-

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climate change in this plan.

Pathway user studies of the Moose-Jenny Lake Pathway. Include prior social science studies that were conducted by the NPS in 2007-2010. There are two

highly relevant before and after studies of pathway use in Grand Teton National Park, which document a remarkably high visitor experience with negligible

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transportation like biking, walking and transit. Manage private motor vehicles to a reasonable limit, and allow more people when they choose alternative

modes.

5. Winter access. The NPS should improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson

road and new pathway in the winter. A groomed trail would enhance winter access for Nordic skiing, walking, snowshoes, and fat bikes on the road and

pathway. This is another area where partnerships are feasible to assist the park. There could be a world-class 15km groomed trail from Teton Village to

LSR, using the pathway and closed road section to provide a remarkable national park visitor experience at a time of year when there are not significant

wildlife concerns.

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policy 9.2 states:

"Depending on a park unit's size, location, resources, and level of use, the Service will, where appropriate, emphasize and encourage alternative

transportation systems, which may include a mix of buses, trains, ferries, trams, and-preferably-nonmotorized modes of access to and moving within parks.

In general, the preferred modes of transportation will be those that contribute to maximum visitor enjoyment of, and minimum adverse impacts on, park

resources and values."

Thank you for your consideration of these points.

Correspondence ID:

3054 Project:48252 Document: 68894

Name:

Moldt, Steve F

Address:

Riverton, WY 82501

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I agree with Alternative C, with the question as to the need to pave the currently unpaved portion of the road. I acknowledge that my

preferred method of travelling the roadway is on a bicycle, and the unpaved section has never given me cause for concern. I agree that overall vehicular

traffic should be controlled, and understand the challenges of an increased population at the Village. I don't think the study has addressed some of the local

issues concerning County growth, however I don't think the NPS has an obligation to repair the damages of that growth at the sake of destroying a true park

treasure.

Correspondence ID:

3056 Project: 48252 Document: 68894

Name:

Gerrits, Christy M

Address:

Gillette, WY 82718

United States of America

Outside Organization:

Donkey Creek Pathways Task Force Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,28,2016 13:43:17

Correspondence Type:

Web Form

Correspondence: Dear Grand Teton National Park,

Thank you for the opportunity to comment on the draft Moose-Wilson Corridor EIS. Please make the following improvements to the draft EIS:

1. Include a well-designed pathway along Moose-Wilson corridor for park visitors biking, walking and to serve people with disabilities. Build the pathway

in two phases:

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pathway design will address the concerns with bears and wildlife.

Phase two, complete the pathway on the north section after completing archeological studies and mitigation, and shift the road section out of the identified prime habitat and wetland, as proposed in Alternative D.

The pathway could be part of the archeological mitigation. It would be a remarkable visitor experience if it was an interpretive journey teaching visitors

about prehistoric Native American visitors. What better way to experience that history than a well-interpreted human-powered trail along the corridor,

where visitors could literally walk in the footsteps of the first human visitors to Jackson Hole and Grand Teton National Park.

The draft plan failed to consider the needs of people walking. This is a separate mode of travel from biking, and the NPS should include the option for

people to walk along the corridor. Just as there is a latent demand for people that would like to bike safely, there is a latent demand for people to walk. The

distances are quite walkable, and if combined with alt-fuel transit, a pathway for would be a terrific low impact option for visitors to walk as well as

bicycle.

2. Along with adding a pathway, the NPS should partner with the community on an alternative-fuel transit shuttle to provide new options for people and

reduce private vehicle pressure and carbon emissions on the Moose-Wilson road. The parks prior Transit studies support this, and the Moose-Wilson plan

should include this as part of the long term solutions to visitor access to the National Park.

3. Missing topics that should be addressed:

Include Regional Transportation in the Final EIS. This topic is integral to Moose-Wilson, but was dismissed from consideration. Teton County has adopted

a Comprehensive Plan and Integrated Transportation Plan that specifically calls for a regional approach to shared transportation challenges. The NPS

should include this significant partnership opportunity in the Moose-Wilson plan.

Address Air Quality and Climate Change. These related topics should not have been dismissed in the EIS. Both are very important to include in the Moose-

Wilson Corridor plan. The NPS has a responsibility to protect air quality in the National Park, and to take positive steps like the pathway to help combat

climate change in this plan.

Pathway user studies of the Moose-Jenny Lake Pathway. Include prior social science studies that were conducted by the NPS in 2007-2010. There are two

highly relevant before and after studies of pathway use in Grand Teton National Park, which document a remarkably high visitor experience with negligible

wildlife impacts. The results of those studies are very helpful in documenting the benefits of the pathway, and lack of impacts.

4. Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the

proposed use levels to any natural resource impacts or outcome. The NPS should instead develop a system that rewards people when they use alternative

transportation like biking, walking and transit. Manage private motor vehicles to a reasonable limit, and allow more people when they choose alternative

modes.

5. Winter access. The NPS should improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson

road and new pathway in the winter. A groomed trail would enhance winter access for Nordic skiing, walking, snowshoes, and fat bikes on the road and

pathway. This is another area where partnerships are feasible to assist the park. There could be a world-class 15km groomed trail from Teton Village to

LSR, using the pathway and closed road section to provide a remarkable national park visitor experience at a time of year when there are not significant

wildlife concerns.

6. NPS Management Policies. The EIS must consider and comply with the NPS Management Policy, Section 9.2. This is missing in the DEIS. The NPS

policy 9.2 states:

"Depending on a park unit's size, location, resources, and level of use, the Service will, where appropriate, emphasize and encourage alternative

transportation systems, which may include a mix of buses, trains, ferries, trams, and-preferably-nonmotorized modes of access to and moving within parks.

In general, the preferred modes of transportation will be those that contribute to maximum visitor enjoyment of, and minimum adverse impacts on, park

resources and values."

Thank you for your consideration of these points.

Correspondence ID:

3057 Project:48252 Document: 68894

Name:

Read, Benjamin

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,27,2016 00:00:00

Correspondence Type:

Letter

Correspondence: January 24, 2016

Grand Teton National Park

ATTN: Moose-Wilson Planning Team

PO Drawer 170

Moose, WY 83012

Dear Sirs,

In support of the management alternative that's proposed for the Moose-Wilson Road corridor, I attach as the core point of this letter a guest piece that

recently appeared in the JR News and Guide.

Before I do this, I would like to emphasize that there are only a very small number of parks that are as well suited to road closures and the deployment of

public transport as GTNP is. What the park has proposed for now is a significant forward step to this future. Albeit of course a very small and tentative one,

it opens conceptually to the wider discussion of road closures, the

{If though looking ahead five to ten years the roads are not to be closed, I would much prefer to see a separated bike path built. To say that a separated bike

path intrudes significantly on habitat and poses a danger to wildlife, while foregoing the opportunity to cut millions of road miles driven on roads slightly

to the north, is manifestly absurd, and in this instance the safety of bicyclists and the human aesthetics of peddling on a separated path should clearly take

preference over the additional and miniscule levels of protection

for wildlife that result from having bicyclists squeezed onto the shoulders of heavily trafficked, narrow roads).

The other comment I would like to submit is that in the aftermath of the Paris Accords on climate change, parks and federal agencies in general will be

asked to first model and then manage for carbon reduction emissions like those that cutting millions of road miles driven in GTNP would produce. At the

very least, the preferred management alternative should be presented to the public in terms of what impacts it does or doesn't have on carbon emissions. For

the same reasons, whatever else is done, a public transport alternative for folks who would be driving on the Moose-Wilson should be added to the mix.

Best Wishes,

Correspondence ID:

3058 Project: 48252 Document: 68894

Name:

Christel, Maria T

Address:

Jackson , WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 14:07:33

Correspondence Type:

Web Form

Correspondence: With regard to the Moose-Wilson corridor, and the Moose-Wilson Road in particular, I whole heartedly support Option C. Option C

provides the best alternatives for wildlife, habitat and visitors alike. To add a paved bike path is simply a terrible idea, one that would prove its own folly

within weeks, if not days, of implementation.

People are just not aware, they are abusive without meaning to be, and accidents will occur over and over again if any of the other options are adapted.

Bike paths are wonderful, but we have enough. Enough! We're awash in bike paths, and we must limit our own recreational use of this special corridor.

Biking is a great form of exploration and exercise, but in this particular case there is far too much at stake. Unfortunately, many bikers also seem to hold

the attitude that if they are on bikes, they are superior to those traveling in vehicles and act in any manner they choose. Too many bikers are, in fact, the

worst drivers in Teton County. I wish we could trust them when it comes to adhering to guidelines in this area, but too many of them will not.

Please adopt Option C.

Sincerely,

Tammy Christel

Correspondence ID:

3060 Project: 48252 Document: 68894

Name:

McClellan, Terry B

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 14:59:03

Correspondence Type:

Web Form

Correspondence: I agree with Alternative C as the best option for preserving wildlife and improving this important habitat. There is no need for a

separate bike path through this area. By paving the dirt road, reducing the speed limit and adding speed bumps, that automatically improves safety both for

pedestrians and bicyclists. This road has become a shortcut for taxis and drivers from the airport to Teton Village who are often speeding and could care

less about wildlife. I once witnessed the driver behind me impatiently trying to pass a line of cars and almost hit a bicyclist in the opposite direction. He

had Idaho plates and I'm sure he was in a hurry to get to the airport. Hopefully the recommended changes will put an end to this behavior and make the

road safer for humans and wildlife.

Correspondence ID:

3062 Project: 48252 Document: 68894

Name:

Cutler, Mary Keys

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Though I am very grateful for the wonderful bike network we have, I agree with the Park Service and Teton County commissioners

and the Jackson City Council that there should NOT be a bike path along the Moose-Wilson Corridor.

Mary Cutler

Correspondence ID:

3063 Project:48252 Document: 68894

Name:

Thibodeau, Todd

Address:

Cheyenne, WY 82001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I love Grand Teton National Park and especially enjoy hiking and bike riding in the park. As traffic congestion continues to increase

in the park, it is imperative that other transportation opportunities are provided. Without providing pathways, etc. it forces more people to drive in the park

and continues the cycle of increased traffic congestion. The new pathway from Jackson to Moose is probably the best improvement the NPS has ever done

in the park. Now you need to complete the pathway from Moose to Wilson. This will enable pedestrians and cyclists to safely enjoy one of my favorite

areas of the park. It will also enable the public to complete the loop from Jackson to Moose to Wilson to Jackson mostly on a segregated pathway. In

general people on a recreational tour prefer to do a loop as opposed to an out and back trip.

Thanks you for your consideration.

Correspondence ID:

3065 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

JACKSON, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: To whom it may concern,

I am in agreement with the NPS plan on the Moose-Wilson corridor. This is an excellent example of meeting the interests of the park, majority of users and

wildlife and a go low (impact) and slow approach to growth. The strong arming tactics of the TVA for economic interests only is a sad commentary on

local business itself, and demonstrate that they lack the insight and fortitude to recognize low impact solutions to long-term growth. This appears to me to

be the best choice for wildlife and maintaining the parks beauty...great analysis and great work!

Correspondence ID:

3067 Project:48252 Document: 68894

Name:

Stuart, Jon

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: The Parks careful approach to limiting impact on wildlife is important to fulfilling the mission of the Park Service. This road should

not be treated as a thoroughfare.

As an aside, not adding a bike path is also appropriate to protecting wildlife.

Thanks for your efforts.

Correspondence ID:

3069 Project: 48252 Document: 68894

Name:

Woods Bloom, Rebecca

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Before I offer comments regarding preferred Alternative C, I commend you and your staff for the many opportunities given interested

parties to participate in the NEPA process. I am hopeful the FEIS/ROD that emerges after this comment period will reflect what is best for the park, rather

than a plan weakened in response to clear and ongoing political pressure. We are counting on you.

I believe limiting the number of cars in the corridor, reducing the speed limit, improving the road surface, and not including a separate pathway are all

positive measures. I hope you will also consider the following suggestions for improving Alternative C:

- Lower the vehicular cap by providing appropriate trailhead shuttles

Using your extrapolated number of hikers will dictate the number of shuttles, so the overall number of people in the corridor does not increase.

Extrapolation will also determine what the new vehicle cap would be. Benefits: smaller parking/staging area at trailheads; reduced emissions; and fewer

cars on the road. The latter will in turn enhance pedestrian/bicycling safety, eliminating the need for "climbing lanes" suggested by Teton County. Since

LSR already has imposed limits, shuttle-only access will likely work best at Granite and Death Canyon trailheads. Trailhead shuttles can be managed

through a reservation system.

- Design the road for lower speed. In addition to signage, speed bumps and other traffic calming measures (curves, width of road, etc.) will aid in driver compliance.

- Use electronic signs alerting drivers at both ends that the corridor is a low speed, shared roadway (cyclists on road, wildlife, etc.). Signage should also be placed in queuing lanes asking drivers to turn their engines off.

- Refrain from removing wildlife habitat near the roadway (such as the hawthorne bushes south of sawmill ponds). Road closures or volunteers monitoring wildlife activity during berry season would be preferable.

Finally, I caution against "partnering" with any nongovernmental entity re mass transportation in the park. I strongly suspect the repeated refrain has little

to do with being "green," and more as a means to forestall limiting the number of visitors in the corridor and elsewhere in the park. Much as we detest it,

limits are in our future.

Thank you for your consideration, and your fine work to date.

Correspondence ID: 3070 Project: 48252 Document: 68894

Name: N/A, keesha

Address: Johns island, SC 29455

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,28,2016 00:00:00

Correspondence Type: Web Form

Correspondence: Save our wildlife

Correspondence ID

Name:

Wadsworth, Don and Gwenn

Address:

Jackson Hole, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 17:45:55

Correspondence Type:

Web Form

Correspondence: After a lot of discussion and listening to the different views we feel we must back conservation and preservation first and having a

cool bike path second. Love to cycle in the park and this would be a great ride and we have traveled the Moose Wilson Road for years and hated the bumpy

dirty mess but fewer vehicles and people will definitely have less impact on this special area.

Love the 20 mph speed limit proposal and limited access. This will definitely put a burden on the West Bankers that want a shorter and easier access to the

park and airport but taking the long view for what is best for preserving the park and animals, got to think preservation of this unique area of our national

park. Thank you, Don and Gwenn Wadsworth Jackson Hole.

Correspondence ID:

3073 Project:48252 Document: 68894

Name:

Springer, Kim B

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 21:35:45

Correspondence Type:

Web Form

Correspondence:

Dear Superintendent David Vela,

I'm writing in support of the Preferred Alternative C for the Moose Wilson corridor and would like to add some questions and suggestions. I join the

legions of visitors who care deeply about the future of this very special corner of Grand Teton National Park. The Preferred Alternative will help protect

critical park resources and honor the goals of Lawrence Rockefeller and the LSR preserve. In addition, the plan is science-based and supports continued

shared use of the road by cars and bicycles. I do, however, hope some changes can be made to further improve Alternative C and a few looming questions

remain.

Paving the short unpaved section of the road has benefits for bikers and drivers but will unquestionably attract more use and increase the challenge of

limiting visitors. Does the plan account for the increase in numbers due to paving? How will the 200 car limit be implemented? If the plan's intent is to

decrease cars, paving the southern section won't help. I hope the park will be able to give this plan a try but rather than accommodate population growth,

consider reducing numbers in the future if this plan results in overcrowding. Limiting parking has worked in the LSR, and it can work in the other parking

areas. What is most rare and important to protect is wilderness and wildlife. Considering the road is closed half of the year, we know Moose Wilson isn't

essential to the traffic flow in the valley.

Has the Park planned for winter parking? Just as visitor numbers are increasing in the summer, cross-country and backcountry skiers are increasing in

winter months. Both the Granite parking area and the Death Canyon road junction with the Moose Wilson road are seeing more traffic.

I understand the need to protect cultural resources but hope that could be done in addition to moving the road away from the wetlands. I question the costs

and methods of keeping open the northern section of the road next to the wetlands where even in August a seep of water runs across the road. Have all

efforts been made to seek a route through the sagebrush and away from the cultural resources? Having driven the road frequently over the last three

decades, I've seen the growing impacts from vehicles and people next to the wetlands, the prime wildlife habitat. New pullouts have formed over the past

years while perfectly good denuded pullouts have been closed south of the wetlands. I suggest the experts revisit this small section of the road, one side is

collapsing into the wetlands and most likely will continue with water features on both sides.

The idea of building a new separated bike path, cutting hundreds of trees, taking wildlife habitat, bringing in heavy machinery, and introducing noxious

weeds is unconscionable and contrary to what the Rockefellers and Muries intended for the Preserve and potential Wilderness. The size of the LSR parking lot is designed to keep visitor numbers down. The idea of a transit system dumping hundreds on the trails is also not the way to protect bears, elk, moose, deer, birds, beavers and amphibians. Outdoor recreation has been found to be the 2nd leading cause of decline of US threatened and endangered species on public lands (Losos et al. 1995). Quinn and Chernoff (2010) found that effects on wildlife are generally more pronounced with mountain bikes than with either hiking or horseback, generally due to the "sudden encounter" effect. Please don't consider this type of habitat fragmentation in the interest of human safety and in protecting flora and fauna.

Wildlife viewing in Grand Teton and Yellowstone draws a great majority of our visitors, not recreational activities.

The importance of managing the Moose Wilson Corridor in Grand Teton as a National Park and not a local or regional park cannot be overstated. The Park

is mandated to protect and preserve for future generations, it is not mandated to manage for local or regional commercial interests. Those individuals

should not dictate the use of any part of the Park. Pressures from neighboring Teton Village will only increase. Interestingly and unfortunately, Teton

Village lost their cross-country ski trails on former Forest Service land and private land, now all owned by Snake River Associates. In turn, Snake River

Associates built an exclusive private track for members of the Shooting Star development, leaving the Village without cross-country trails. The Moose

Wilson corridor is a great amenity for everyone at Teton Village, but development shouldn't be driven by these private commercial interests. I understand

the Village is now asking the National Park Service to groom trails for their benefit on the Moose Wilson Road. These kinds of pressures will only

continue and the Park Service must resist these pressures and work to keep the Park as wild and natural as possible.

Losos, E., J. Hayes, A. Phillips, D. Wilcove, and C. Alkire. 1995. Taxpayer-subsidized resource extraction harms species. *BioScience* 45: 446-455

Quinn, M., and G. Chernoff. 2010. Mountain Biking: A Review of the Ecological Effects. A Literature Review for Parks Canada-National Office (Visitor Experience Branch) Final Report. February 2010. Miistakis Institute, Faculty of Environmental Design-University of Calgary, Calgary, AB Canada. 42 pp.

Thank you for considering these comments.

Sincerely,

Kim Springer

2680 Pizza Lane

Wilson, WY 83014

Correspondence ID:

3074 Project:48252 Document: 68894

Name:

Castle-Fericks, Larry A

Address:

Salt Lake City, UT 84105

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,28,2016 21:40:00

Correspondence Type:

Web Form

Correspondence: I am writing in support of the National Park Service Preferred Alternative C for the Moose-Wilson Corridor Management Plan. I have

worked at the Laurance S. Rockefeller Preserve since it opened to the public in 2008. The Preserve represents a major destination within the corridor, and

manages visitor density successfully by limiting parking to a maximum 50 cars at a time. Visitors are willing to wait for parking up to 90 minutes during

July and August. They willingly shut off their engines to protect air quality. Visitors have the opportunity to appreciate the beauty and diversity of the

natural world in a setting of peace and serenity. The Preserve includes lake, creek, forest and sagebrush communities that provide food and shelter for black

bears, elk, moose, mule deer, grizzlies, sandhill cranes, redtailed hawks and foxes to name a few. Elk calving grounds and important seasonal food sources

for bears are present.

Alternative C best honors the agreements made at the time the Preserve was given to the National Park Service by Laurance Rockefeller. It also manages

this portion of the park in the best interest of the resource, placing recreation second in line. The Moose-Wilson Road is prime wildlife and scenic viewing.

By paving the south portion of the road and lowering the speed limit, motorists and cyclists will be able to share the corridor safely and enjoy the viewing

opportunities. Building a separate multi-use pathway would destroy thousands of trees, increase human disturbance and interrupt elk calving and bear

feeding. Numerous multi-use pathways exist both within the Park and adjacent to it. The Moose-Wilson Corridor is unique and should be managed with the

utmost preservation of the resource in mind.

Limiting total numbers of vehicles during the busiest summer days will enhance visitor experiences on the hiking trails, along the road and at the Preserve.

There are alternate routes to other areas, which drivers will have the opportunity to choose, either through the town of Jackson or along Spring Gulch Road

if they wish to avoid the traffic in Jackson. The peace and scenic beauty of the Moose-Wilson Corridor is a treasure to be carefully preserved as a portion of

Grand Teton that is uniquely quiet. The only way to do this is to limit access as described in Alternative C. Mass transit might be acceptable in small

vehicles delivering 15 or fewer people at a time to the destinations, but this should be a last resort.

In a perfect world, relocating the portion of the road from Sawmill Ponds Overlook to just north of the Death Canyon Road would be in the best interest of

the resource. However, the presence of Native American cultural sites appropriately precludes this option.

The Moose-Wilson Corridor is a part of Grand Teton National Park. Per the Organic Act of 1916, this area should be managed "to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations." Alternative C, the NPS Preferred Alternative, is the closest possible solution and should be adopted, fittingly in the 100th year of the Park Service!

To conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.

16 U.S.C. § 1. While it is important for residents and visitors to enjoy the National Parks, we must do so in a manner that will leave the Park unimpaired

for the enjoyment of future generations. The current use of the Moose-Wilson road is not sustainable. An increase in visitors has led to wildlife disturbance, full parking lots, busy trails, road jams, and potholes.

I support the environmentally preferred Alternative C that you have identified as your preferred alternative. This alternative balances wildlife protection

with public use and enjoyment. Grand Teton is one of our most iconic National Parks, and so protecting and understanding the values and experiences of

all visitors must be taken into consideration.

The Moose Wilson corridor is prime habitat for grizzly bears, and I would like to see preventing conflicts between people and bears a high priority. I

support the Park's previous efforts to close the road during times of grizzly bear activity.

The road can safely serve as shared use for cyclists and automobiles. Please manage and minimize vehicle traffic as outlined in your plan and reduce the

speed for all. This ensures that grizzly bears, moose, and other wildlife are protected while also ensuring a high quality visitor experience. A separate

pathway for cyclists is not needed for the Moose Wilson road. A separate pathway will increase the disturbance to wildlife habitat.

The Moose Wilson Corridor is one of my favorite places in the park because of its natural beauty and wildlife. I have seen moose, elk, a bear, and deer just

off the road. Therefore, throughway taxis and other commercial enterprises not related should not be permitted on the road.

Something I would like to see in the future is a park run transportation system with appropriate smaller vans/vehicles to decrease traffic on the park roads,

including the Moose-Wilson road.

I support the Park Service and the environmentally preferred Alternative C.

Thank you,

Laura

Correspondence ID:

3077 Project:48252 Document: 68894

Name:

Miller, Teresa C

Address:

Jackson, WY 83001

United States of America

Outside Organization:

None Unaffiliated Individual

Affiliation:

Member

Received:

Jan,29,2016 00:35:27

Correspondence Type:

Web Form

Correspondence: Dear NPS Staff,

Thank you for your thoughtful and thorough planning as you consider the alternative that will best preserve and protect the park's most precious assets: the

pristine landscape, the delicate ecosystem, and the animals that live there. As a long time resident of the valley (23 years), who, with my husband, has

raised a family here, sharing our love and appreciation of the natural beauty that envelops our valley and that we are so fortunate to enjoy.

Every year, every season, I have enjoyed the Moose-Wilson corridor- -cross country skiing, biking, hiking, or just 'cutting' through to avoid town traffic

in the summer. Driving the dirt road, washboard, pot holes, mud, rocks and all, are part of the wildness and adventure of traveling the back-road. I would

be sad to see more pavement, which by the way, invites faster driving, regardless of a posted slower speed limit.

For as much as I have enjoyed this corridor, I would support the NPS taking a harder line with regard to access. I work for the school district where, what's

best for kids, always trumps all. The National Park Service has the same responsibility to do what's best to preserve the land and to act in the best interest

of the animals. It is so obvious, and quite frankly, repulsive, that self-serving special interest groups are only concerned with how they will be affected or

inconvenienced, with little regard for preserving and protecting the delicate ecosystem and the needs of its inhabitants.

I would love for the wildlife to win and for the road to be closed to all vehicles and returned to its more natural state. But short of that, I applaud and

support the NPS for standing firm and remaining true to its values and mission, and not caving to fleeting political pressure.

Keep Moose-Wilson Wild!

Correspondence ID:

3079 Project:48252 Document: 68894

Name:

N/A, Anna

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I would like to support the following

No idling lanes -terrible environmental impact

Separate bike pathway for the entire length -safety and access are rights we should expect and much better for environment

Two way traffic all length

Mass transit options should be used

Thank you

Correspondence ID:

3080 Project: 48252 Document: 68894

Name:

Durrett, James F

Address:

Atlanta, GA 30345

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 07:07:07

Correspondence Type:

Web Form

Correspondence: My family owns property on the Moose Wilson Road inside the park and I have spent, and continue to spend, much time on the road

and in the park. I am in favor of Alternative D, with Alternative C being my second choice. I am a cyclist and believe that when it is possible to separate

cyclists from motorists one should do so. I believe the benefit to the public outweighs the adverse impact of a separate multi-use facility on wildlife habitat

and behavior.

I would find a way to limit commercial wildlife viewing on the road.

I would hope that you could find a way for residents to bypass the line of vehicles waiting to enter the park at the southern park entrance.

Thank you for considering these comments.

Correspondence ID:

3082 Project:48252 Document: 68894

Name:

Walker, John

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 09:19:56

Correspondence Type:

Web Form

Correspondence: I would like to see a separate pathway from the south entrance to Moose. This pathway should be away from the existing road and be

placed where there least possible conflicts with wildlife. When and if there are wildlife issues, the pathway could be closed, just as the road is now. I have

cycled the road for the past 45 years and have had a just a handful of wildlife encounters. I do not see a difference between a pathway and the existing

hiking trails in this area, if the pathway does not work in this section of the park then we should close the trails there also. I think improving the road will

only increase traffic and the better solution is a bus system similar to the one in Zion National Park. I think this the best for all of the inner road in the park.

As in Zion this would be used at peak season and cars allowed during the shoulder season. A permit system for access using personal cars could be set up

for users needs.

Correspondence ID:

3084 Project: 48252 Document: 68894

Name:

Vandenberg, David

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to submit comments. I would like to see a plan that does a better job accommodating bicyclists and

pedestrians as well as offers transit options while not further fragmenting wildlife habitat. Specifically I am concerned about the following issues:

Where did the path from Teton Village to the JY go? It was in the 2007 plan? Let's get this done already.

Archaeological site vs/ wildlife habitat: move the road away from the ponds. The single archaeological site should not preclude movement of the roadway

away from the ponds and along the tow of the slope along the Tetons. This is prime wildlife habitat. Let's let the animals have it and let's not continue to

fragment wildlife habitat. The park disturbed three archaeological sites when reconfiguring Jenny Lake and have decided not to move the road because of

only ONE artifact site? This is incongruous.

Reduce greenhouse gas emissions and help our air quality. Drivers queuing up at entrance stations during hot summer months will most certainly leave

their cars running, idling away in the park. Let's not promote such an idea.

Daily vehicle limit: does that include bicycles? 200 vehicles at any given point along the roadway? How well was the 200 vehicle limit vetted?

A great intimate, unhurried and leisurely way to enjoy the moose-wilson corridor is to do it via bicycling. Promoting such travel is inline with goals for the

Moose-Wilson corridor.

Don't do a threshold focusing on cars, do it on people and visitor experience.

Where is the alternative to automobiles? What about transit? Zion National Park did it, why can't we?

There has been not one single altercation with grizzly bear and pathway users in GTNP. Why assume it would be an issue on Moose-Wilson? Create an

educational campaign for path users: tell users to make noise, ring bells, etc., and engineer the path for good sight distances. And close the path as you do

the road when grizzly bears are in the vicinity.

The proposed roadway safety edge creates a downhill trajectory into vegetation towards the side of the road which will be difficult to navigate by cyclists

and nearly impossible to navigate on wheelchair, stroller or walker. This will effectively push those users into the center of the road, clogging the roadway

and negating the possibility of automobiles passing those users.

Pathways save lives and create an intimate experience with the Park. A path through the Moose-Wilson corridor is simply the right thing to do.

Correspondence ID:

3085 Project: 48252 Document: 68894

Name:

Hopkins, Mary

Address:

Cheyenne, WY 82002

United States of America

Outside Organization:

Wyoming State Historic Preservation Office State Government

Affiliation:

OfficialRep

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Letter

Correspondence: January 22, 2016

Grand Teton National Park

ATTN: Moose-Wilson Planning Team

P.O. Drawer 170

Moose, WY 83012-0170

re: Moose-Wilson Corridor Draft Comprehensive Management Plan/Environmental Impact Statement
(SHPO File # 0214ECK006) minor correction from December 22, 2015 letter.

Dear Moose-Wilson Planning Team:

Thank you for consulting with the Wyoming State Historic Preservation Office (SHPO) regarding the above referenced Draft Comprehensive Management Plan/Environmental Impact Statement.

We agree that implementation of Alternatives B, C, and D will result in adverse impacts to historic properties. We further agree that Alternative C would have the fewest adverse effects.

However, we do not agree with the statements made regarding the affects to criterion D sites under Alternatives B and D. In the conclusions sections in reference to archaeological sites for these alternatives it is stated, in part, that;

"The exceptional informational potential retained by these sites in their current conditions would be permanently lost."

If adverse effects are to occur to these resources, the data potential of these sites would not be lost permanently, but the data would be retrieved through

archaeological methods and implementation of an approved data recovery plan. This data recovery effort would serve to resolve the adverse effects. The

terms of this data recovery plan would need to be developed through consultation with consulting parties and formalized in a Memorandum of Agreement.

Please refer to SHPO project #0214ECK006 on any future correspondence regarding this undertaking. If you have any questions, please contact me at 307-

777-6311.

Sincerely,

Mary Hopkins

State Historic Preservation Officer

Correspondence ID:

3087 Project: 48252 Document: 68894

Name:

Lurie, Susan

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 10:53:09

Correspondence Type:

Web Form

Correspondence: I fully support the National Park Service preferred alternative for transportation management within the Moose-Wilson Corridor in

Grand Teton National Park. Thank you to all of the staff who conducted a thorough, transparent and inclusive process.

It is my understanding that there have been questions about how the National Park Service arrived at the current cap for both vehicles and visitors. A

baseline must start somewhere, and it is my opinion that the DEIS provided ample justification for the chosen baseline.

The commitment to adaptive management for future decisions is an important one. Due to the pressure that is already being exerted to loosen the capped

numbers, especially to accommodate transit in the corridor, I would suggest that there be extensive public education and discussion incorporating

information from the Zion National Park 2016 State of the Park report. Under Chapter 4, Key Issues and Challenges for Consideration in Management

Planning, Issue/Challenge #2 - Transportation, greater access as a result of the bus system has created conditions of, "increasing social crowding conditions

on park trails and increasing resource damage."

Any future discussion of a separated pathway and other means by which the corridor would need to absorb greater numbers of visitors, such as bus transit,

must acknowledge that additional means to enjoy the corridor may create problems equal to, or worse, than they purport to solve. The potential is not

theoretical; it is real, as present Zion conditions confirm. There are limitations throughout Grand Teton National Park in order for the National Park Service

to meet its primary obligations to protect natural and cultural resources now and for future generations. The Moose-Wilson Corridor is no exception. Again,

thank you for developing a preferred alternative that will continue to protect this special area of Grand Teton National Park.

Sincerely,

Sue Lurie

Correspondence ID:

3088 Project: 48252 Document: 68894

Name:

Schmidt, Brian W

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 10:53:26

Correspondence Type:

Web Form

Correspondence: It seems there is a bit of disagreement on the Park Service's suggestion of not including a separate bike path along this corridor. It is

this specific aspect of your draft that I wanted to comment on.

While I am an avid cyclist , hiker etc., I completely agree with your stance on this issue. We don't need another pathway, especially in such a sensitive

wildlife corridor. Far too much development has already occurred on this front and I would be very disappointed to see The Park cave in to political

pressure on this front. We don't need more asphalt in The Park!!!!!!

Please move forward as you recommend without a separate bike path.

Thanks in advance,

Brian

Correspondence ID:

3090 Project: 48252 Document: 68894

Name:

Benefiel, Keith

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 11:52:02

Correspondence Type:

Web Form

Correspondence: National Park Service Management Policy 9.2 is to "emphasize and encourage alternative transportation systems...preferably NON

MOTORIZED modes of access to and moving within Parks...those that contribute to maximum visitor enjoyment of and minimum adverse impacts on park

resources and values."

This policy was apparently suspended in the preparation of this draft. It ignores the safety concerns of 90% o cyclists, and ignores pedestrians altogether.

Not even lip service to shuttles.

There already exists a system of roads closer to the river which could be utilized to move the travel corridor altogether out of this sensitive area. Why were these not even considered?

This is the perfect venue for elimination of private autos, with regular shuttle service between Granite and Moose, and non motorized travel actually encouraged.

All the changes made to the road are for the convenience and safety of private motor vehicles only. Cars will continue to go as fast as they can, so widening

slightly and adding more pavement will really make it more dangerous for cyclists. Pedestrians, who comprise the largest user group in the "off" season

would have to be nuts to try to walk in the corridor when open to cars. Most visitors do their walking in the front country, being afraid of Lions and Wolves

and Bears (oh my).

The cyclists who ride the corridor will still just be the 10% who are skilled and brave enough. Mom, Dad, Buddy and Sis have no business even attempting

it.

If cars were subject to the same vetting as all other forms of transportation they wouldn't be allowed in our Parks. They have more adverse impacts to the

park resources and values, including wildlife mortality and pollution.

I beg the NPS/GTNP to begin planning for human beings rather than only motor vehicles. Non motorized users should have the same safe options as the

motorized public.

The pathway from Moose to Jenny Lake is the perfect example of "maximum visitor enjoyment of and minimum adverse impacts on Park resources and

values". Please learn from your own example. Follow your own policy!!

Correspondence ID:

3092 Project:48252 Document: 68894

Name:

Fisch, Steve

Address:

Jackson, WY 83001

United States of America

Outside Organization:

part-time resident, GTNP Unaffiliated Individual

Affiliation:

Member

Received:

Jan,29,2016 12:17:54

Correspondence Type:

Web Form

Correspondence: I am advocating for strict limits - preferably a ban - on road based wildlife tours in the Moose Wilson corridor and the construction of

a multi-use path. Alternate D matches my preferred outcome most closely. I don't, however, support the southern realignment of the road in alternate D.

My reasons are stated below.

My compliments to GTNP and its partners. The preferred alternative strikes an admirable balance in protecting visitors, animals, historical sites and

residents, but in my opinion it could be significantly better or at least you could more clearly provide the evidence for your preferences.

First, thank for your plan to create a lane that park residents can use to ensure uninterrupted access to our property. That is obviously necessary, but

nonetheless a big relief and much appreciated.

My first regret is that the preferred alternative is the only one that imposes no limit on road-based tour operators. I may have missed it, but I could find no

explanation for this decision. It appears that the research hasn't been done to say with any certainty whether tour operators are meeting an existing demand

and taking cars off the road by van-pooling, or whether they are stoking the demand with dozens of operators all advertising the wonders of road-based

wildlife tours and training thousands of visitors that driving up and down MW road is the best way to see wildlife. Based on dozens of conversations with

wildlife viewers on MW road over the last decade that tour operators have multiplied, I strongly suspect it's the latter and that for every day they are in the

van, their clients spend multiple days in their own cars mimicking the behavior they've been taught. So I would like to see more research done to see if tour

operators are contributing to the problem. One way to do that research would be to severely limit, or preferably ban, tour operators from the MW corridor.

They would then be advertising and teaching the wonders of wildlife viewing in other areas of the Park and the Gros Ventre that are better equipped to

handle the traffic and where wildlife viewing typically happens at safer distances. If that doesn't decrease traffic after a couple of years, especially at crucial

"crepuscular" - had to look that one up! - times, then consider letting operators back in.

Secondly, as a huge fan of the bike path network and a frequent biker on MW road I strongly support the construction of a multi-use path like the one in

alternate D. MW road is a dangerous place to bike. Everyone who rides MW is putting his or her life at risk. Lowering the speed limit to 20 will help, but

very few people will be willing to accept that risk, so without a path, almost everyone accessing the Park from the West Bank will continue to drive, which

adds to the congestion you are trying to fix. Visitor safety and decreasing congestion by providing non-motorized access to the Park should be the

presumptive priority unless there is a compelling argument against it. I searched this document and could find no supporting evidence for your claim that a bike path would be a severe additional disruption to wildlife or the environment. The argument from other sources seems to be that animals are more disturbed by people than cars. That may be true, but that's a false dichotomy because people on the roads don't stay in their cars. Everywhere there are animals near the road, there are hoards of drivers out of their cars standing and walking on the road. Where there are bike lanes currently, these standing/walking "drivers" always massively outnumber bikers and joggers on the path. Why would it be any different on MW road? My own experience doesn't support your claims. The creation of the bike path in the Park seems to have had no effect on the daily Elk migration south of Bradley/Taggart for instance and the Moose around Dornan's couldn't care less about bikes. If the argument is about bears, why would they be significantly additionally disturbed by bikes and joggers when there are already hoards of people walking and talking 10 feet away from them on the road? Unless you are willing to strictly enforce a "stay in your vehicle with the windows up" policy, the disruption of a bike path seems likely to pale into insignificance in comparison to the continued disturbance of the road. Please clearly provide the evidence to support your arguments against a path.

I applaud your preference for not realigning the southern section of the road. I supported the southern road realignment until I read about the native archeological site it would severely disturb. Keeping the existing problematic southern alignment is the hard, but correct choice.

Thank you all for your difficult work in addressing this important issue!

Correspondence ID:

3093 Project:48252 Document: 68894

Name:

Jorgensen, Jean H

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 12:19:11

Correspondence Type:

Web Form

Correspondence: I support the proposal for adaptive management going forward to ensure ongoing corridor protection consistent with park obligations.

The adaptive management provides GTNP with the ability to adopt further through traffic limitation, acknowledging that outside pressures to allow

unfettered auto access will be ever increasing.

I support a through traffic limiting queuing system.

In terms of implementing a transit system in the corridor, I believe that any new transit or shuttle use in the corridor must be managed as a concession by

the National Park Service, under National Park Service rules for concessionaires.

I wish to express my appreciation and support for Grand Teton National Park's preferred alternative "C" regarding corridor traffic management.

Sincerely,

Jean H. Jorgensen

307-413-6520

Correspondence ID:

3094 Project:48252 Document: 68894

Name:

Lenz, Robert F

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Individual Unaffiliated Individual

Affiliation:

Member

Received:

Jan,29,2016 12:34:18

Correspondence Type:

Web Form

Correspondence: RE: Moose/Wilson Road

Grand Teton National Park has spent millions of dollars so walkers and bikers may enjoy the Park without polluting the air with exhaust fumes.

Some ACCOMMODATION MUST BE MADE for bikers and walkers. Clean air and good health dictate these users should have a safe way to make the trek through this area of the Park.

MAYBE it is something simple like WIDER SHOULDERS for single file use and some STRATEGICALLY situated CLIMBING LANES.

The hiker and biker MUST HAVE a SAFE OPTION for navigating this corridor.

Correspondence ID:

3096 Project: 48252 Document: 68894

Name:

O'Hare, Kathryn A

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 13:31:19

Correspondence Type:

Web Form

Correspondence: I support requiring anyone going south or north on the Moose-Wilson Road (within GTNP) to pay a national park entry fee.

I support lowering the speed limit to 20mph and increase Park Police patrols - give tickets to speeders.

I DO NOT support restricting vehicle access to the Moose-Wilson corridor for a number of reasons:

1. This is such a scenic corridor providing opportunities to tourists and locals alike to experience the park. Not everyone is physically able to hike into areas

of the park and this gives those (very young, very old, disabled) the opportunity to experience a beautiful section of GTNP.

2. Restricting access to 200 cars a day is totally unfair and unworkable. Cars will be lined up on each end of the corridor, idling away - greatly increasing air pollution and the potential for dangerous accidents as drivers become fed up with waiting.
3. Including cars belonging to backcountry campers in the 200 is unfair.

Correspondence ID:

3097 Project: 48252 Document: 68894

Name:

N/A, Jackson Town Council

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Town of Jackson Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,29,2016 13:41:44

Correspondence Type:

Web Form

Correspondence: January 28, 2016

Superintendent David Vela

Grand Teton National Park

P.O. Box 170, Moose, Wyoming 83012

Re: Town of Jackson Comment on Moose-Wilson Road

Dear Superintendent Vela:

Thank you for the opportunity to participate and comment on the Moose Wilson Preferred Alternative. The Jackson Town Council also would like to express its appreciation to you, the Grand Teton National Park staff and other members of the analysis team for crafting the NPS Preferred Alternative for the Moose-Wilson Corridor. We recognize this was a long, difficult and controversial process and we commend your team on their dedication and professionalism.

Like many who have been involved in this process, we do not believe this alternative is perfect. However, we strongly believe you have succeeded in creating a plan that balances resource protection with public access and recreational opportunities.

The Town of Jackson supports the National Park Service in your effort to maintain the unique character of this byway. We agree with your efforts to maintain the narrow, slow-speed rural character of the Moose Wilson Road and reject suggestions for a higher speed, higher capacity roadway. Most importantly, we support your efforts to reduce traffic and resource impacts, while still providing meaningful public access.

After reviewing the preferred alternative and hearing from many of our constituents, the Jackson Town Council supports Alternative C. As noted previously, this is an imperfect plan, but we believe it balances resource protection with public access and recreational opportunities.

We also believe that the National Park Service conducted a fair, thorough, inclusive and honest process. We congratulate you on this effort.

While we support the Park's preferred alternative, we share Teton County's concerns regarding the vehicle cap and traffic queuing system. Like the commissioners, the Town Council supports a fact-based, rational limit on vehicles in the Moose-Wilson corridor. We request the Park continue to involve the Town of Jackson and Teton County in implementing an adaptive management approach to these limits. We respectfully request, as a Cooperating Agency, additional opportunity to continue to help shape this policy and address these related concerns.

We recognize that the NPS is the decision-maker on this issue, but we appreciate the opportunity to comment on this important community issue. We look

forward to working with the you to implement the study's recommendations for the betterment of our community.

Sincerely,

Sara Flitner, Mayor

TOWN OF JACKSON

Cc: Governor Matthew Mead

Senator Mike Enzi

Senator John Barrasso

Representative Cynthia Lummis

Correspondence ID: 3098 Project: 48252 Document: 68894

Name: Kroposki, Michael

Address: Teton Village, WY 83025

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,29,2016 13:51:21

Correspondence Type: Web Form

Correspondence: I hereby request that the comment period be extended so that interested public persons such as myself have adequate opportunity to

review comments from cooperating governmental bodies which have just been filed or are about to be filed. Because of their special status, their comments

should be made available for public review and thereafter an opportunity for public comment on the project after receiving the local government concerns.

It is my experience that NEPA comments on federal government actions are routinely made available when received at the web site Regulations.gov.

Sincerely,

Michael Kroposki

Correspondence ID

Name: Williams, Susan G

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I support the Jackson Hold Alliances vision for the Moose Wilson Corridor. I think that protecting our wildlife should be the topmost

consideration for this area.

Correspondence ID:

3100 Project:48252 Document: 68894

Name:

Coon, David E

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 14:55:02

Correspondence Type:

Web Form

Correspondence: National Park Service,

Thank you for the opportunity to comment on the Moose-Wilson Draft EIS. The M-W corridor experience is unlike any other in GTNP and "Preferred

Alternative C" best follows the NPS directive of "conserving the scenery and the natural and historic objects and wild life therein and leaving them

unimpaired for the enjoyment of future generations. Alternative C allows management tools to control the numbers of all users, not just automobiles, thus

minimizing human initiated impacts. My personal opinion would even prefer more stringent controls for future park visitation increases. Please consider

the following:

-consider an electric bus/van shuttle transportation system thus eliminating all private automobiles from the corridor. Natural soundscapes would be

drastically improved and walkers, bikes and busses/vans would coexist quite well on one corridor without a need for a separate multi use pathway. There

would be no idling cars and no unnecessary through traffic. Work with START to improve service on both ends of the corridor. Follow the lead of other

National Parks.

-nighttime corridor closures. Animals are quite nocturnal and they would appreciate some guaranteed non-human time. Again, improved natural

soundscapes.

-minimize anymore habitat fragmentation. Keep all bicycling in the existing roadway corridor.

-extend winter roadway closures (no snow plowing) if necessary. I have skied via the the Death Canyon trail head for thirty plus years and know personally

how busy it has become in the past ten years. I will get by if I have to ski a little further.

All in all, Alternative C is a well laid out plan. Run with it!

Thanks for all your work,

Dave Coon

to significantly less sensitive location, as proposed in Alternative D, and align the separated pathway adjacent to the realigned road.

Over the past 30 years, RTC has provided professional guidance and resources to hundreds of communities, developing significant experience in designing,

building, maintaining and programming trails. Today, more than 22,000 miles of rail-trails connect communities across the U.S., with hundreds of miles

providing non-motorized access to and through public lands. It is RTC's professional opinion that the issue of safety concerning wildlife-human encounters

on the pathway can be addressed by best practices in design. The NPS can build a pathway that would be much safer and far more enjoyable for people,

and using proven design techniques, one that would also minimize surprise encounters with wildlife.

We believe adding a well-designed pathway in the final EIS is a proactive positive approach to improve public safety and allow for safe bicycle and

pedestrian access to visit the Moose-Wilson Corridor. The connectivity offered by a complete pathway will serve as an enhancement of the visitor

experience and recreational opportunities in Grand Teton National Park. For example, the pathway could be part of the archeological mitigation. It would

be a remarkable visitor experience if it was an interpretive journey teaching today's visitors about the first Native American visitors. What better way to

experience that history than a well-interpreted human-powered trail along the corridor, where visitors could literally walk in the footsteps of the first human

visitors to lands that are now Grand Teton National Park.

RTC is concerned for the safety of pedestrians and cyclists sharing the narrow road as proposed in Alternative C. The proposal to lower the speed limit to

20 is a limited measure that will be difficult to enforce, and the road would continue to be unsafe for many visitors, including families with younger

children, older visitors, all pedestrians, people with disabilities, and less experienced cyclists. The road solution would only serve the 1% of fit and fearless

bike riders, but that is a small group of all park visitors.

The NPS should address significant visitor safety concerns of not only people on bicycles, but also pedestrians. Pedestrian access was included in public

Scoping comments, yet the NPS failed to address this topic and critical mode of transportation and park access. The scope of the dEIS only covers the topic

of bicycle and motor vehicle use. It should be expanded to also address the needs of people walking. The entire corridor can be walked in two hours and is

a fantastic experience, yet due to safety issues on the road, few walk today. There is certainly a latent demand to walk and bike safely through the corridor.

The Road Safety Audit that the NPS and FHWA conducted concluded that the safety risk for bicyclists and pedestrians is a concern. Including the pathway

will help to provide visitors a safe way to immerse themselves in the natural experience under their own power, carbon-free, without a motor vehicle.

Address Air Quality and Climate Change. The dEIS fails to address these related topics, which were dismissed or poorly covered in the EIS. Both are very

important to include in the Moose-Wilson Corridor plan. The NPS has a legal responsibility to protect air quality in the National Park, and should take

positive steps like the pathway and alternative fuel transit shuttles to help combat climate change. The dEIS preferred alternative would actually increase

global warming due to increased motor vehicle travel taking the long route around the corridor, and would negatively impact air quality with lines of motor

vehicles idling in paved waiting lanes on the north and south ends, waiting for a turn to drive the Moose-Wilson road. These are relevant issues that should

be addressed with less of a car-centric solution, with more forward looking solutions to providing for park access for the next 20 years and beyond.

Pathway user studies of the Moose-Jenny Lake Pathway. The prior social science studies that were conducted by the NPS in 2007-2010 should be considered in the EIS. There are two highly relevant before and after studies of pathway use in Grand Teton National Park on the Moose-Jenny Lake Pathway, which document a remarkably high visitor experience with negligible wildlife impacts. The results of those studies are very helpful in documenting the benefits of the pathway, and lack of impacts.

Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the proposed use levels to any natural resource impacts or outcome. The NPS should instead develop a system that rewards people when they use alternative transportation like biking, walking and transit. Manage private motor vehicles to a reasonable limit, and allow more people when they choose alternative modes.

Winter access. RTC does not support the exclusion of fat bikes being allowed to use the road in the winter when closed to motor vehicles. The final EIS should be revised to improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson road and new pathway in the winter. A groomed trail would enhance winter access for fat biking, cross-country skiing, walking, and snowshoes on the road and pathway.

This is another area where partnerships are feasible to assist the park. There could be a world-class groomed trail from Teton Village to LSR, using the pathway and closed road section to provide a remarkable national park visitor experience at a time of year when there are not significant wildlife concerns.

Follow NPS Management Policy 9.2. The EIS must acknowledge and comply with the NPS Management Policy, Section 9.2. This is missing in the DEIS.

The NPS policy 9.2 states:

Depending on a park units size, location, resources, and level of use, the Service will, where appropriate, emphasize and encourage alternative transportation systems, which may include a mix of buses, trains, ferries, trams, and-preferably-nonmotorized modes of access to and moving within parks.

In general, the preferred modes of transportation will be those that contribute to maximum visitor enjoyment of, and minimum adverse impacts on, park resources and values.

Thank you for your consideration of these points.

We greatly appreciate your efforts to protect the National Park while providing for safe and enjoyable visitor access. Thank you for accepting our

comments.

Sincerely,

Kelly Pack

Director of Trail Development

Rails-to-Trails Conservancy

Correspondence ID:

3102 Project: 48252 Document: 68894

Name:

Dorsey, Lloyd

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Sierra Club Wyoming Chapter Conservation/Preservation

Affiliation:

OfficialRep

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Letter

Correspondence: January 29, 2016

Grand Teton National Park

ATTN: Moose-Wilson Planning Team

PO Drawer 170

Moose, WY 83012-0170

Re: Comments on the Moose-Wilson Corridor Draft Comprehensive Management Plan/Environmental Impact Statement (DEIS)

Dear Moose-Wilson Planning Team:

Please accept these comments on the Moose-Wilson Corridor Draft Comprehensive Management Plan/Draft EIS from the Sierra Club's Greater

Yellowstone/Northern Rockies Campaign and the Wyoming Chapter of the Sierra Club (herein, combined as Sierra Club). Sierra Club's Mission Statement

is:

To explore, enjoy and protect the wild places of the earth;

To practice and promote the responsible use of the earth's ecosystems and resources;

To educate and enlist humanity to protect and restore the quality of the natural and human environment; and to use all lawful means to carry out these objectives.

We submit these comments on behalf of more than 3,000 members and supporters in Wyoming and 2.4 million members and supporters nationwide who

jointly own, appreciate, and care deeply about the management of Grand Teton National Park.

The Sierra Club agrees that Alternative C, the Environmentally Preferred and the Park Service Preferred Alternative, is the best plan to protect park

resources and enhance visitor experiences. In addition, we recommend that the Park Service implement the following additions and modifications to

Alternative C in

order to better protect wildlife and other natural resources:

1. The Park Service should limit traffic to levels that will not adversely affect wildlife, including considering completely closing the road, during early morning and dusk time periods during peak use seasons when the timed sequencing techniques are in operation.
2. During winter, increase the length of the unplowed section of Moose Wilson Road as outlined under Alternative D (Granite Canyon Trailhead to Sawmill Ponds Overlook).
3. Cap use during non-peak periods at current levels (rather than allowing increased capacity of 550), to avoid any additional impacts on wildlife from increased human use of the corridor.
4. Consider creating fewer turnouts in the section of Moose Wilson Road between the Sawmill Ponds Overlook and Death Canyon Road junction.
5. Whenever vehicles enter the Moose-Wilson Corridor carrying appreciably more than the "people per vehicle average of 2.7" (DEIS:639), the Park Service should account for that additional number of people in the corridor and debit a corresponding number of autos accordingly until that vehicle exits.
6. The Park Service should maintain the curvilinear characteristics of the Moose-Wilson Road which encourage slow speeds, and also consider installing rumble strips or speed bumps to keep traffic speeds at or below 20 miles per hour.
7. During peak use times, when some autos may be queuing up, waiting to enter the Moose-Wilson Road from either the south or north entrances, drivers should be required to shut off their engines and not idle in order not to contribute to pollution.
8. The Park Service should not allow motorcycles on Moose-Wilson road that are so noisy as to disrupt the natural soundscapes and visitor experiences.

[Note: Correspondence text abridged due to PEPC character limit. See attached letter titled "SierraClub Moose-Wilson DEIS comments-final" for entire text]

Correspondence ID:

3103 Project: 48252 Document: 68894

Name:

O'Hare, Patrick

Address:

Austin, TX 78746

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I support requiring anyone going south or north on the Moose-Wilson Road (within GTNP) to pay a national park entry fee.

I support lowering the speed limit to 20mph and increase Park Police patrols - give tickets to speeders.

I DO NOT support restricting vehicle access to the Moose-Wilson corridor for a number of reasons:

1. This is a scenic corridor that provides opportunities to tourists and locals alike to experience the park. Not everyone is physically able to hike into areas

of the park and this gives those (very young, very old, disabled) the opportunity to experience a beautiful section of GTNP.

2. Restricting access to 200 cars a day is totally unfair and unworkable. Cars will be lined up on each end of the corridor, idling away - greatly increasing

air pollution and the potential for dangerous accidents as drivers become fed up with waiting.

Correspondence ID:

3104 Project:48252 Document: 68894

Name:

Fericks, Russell C

Address:

Salt Lake City, UT 84105

United States of America

Outside Organization:

private citizen Unaffiliated Individual

Affiliation:

Member

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thanks for a thorough, transparent process with the MW corridor project. I am a Utah resident who has spent several decades

frequenting GTNP. I have camped, hiked, biked, canoed and snow shoed in many areas of the Park. My family has vacationed frequently in the Park. We

have introduced many family and friends to the Park, and have regularly rendezvoused there with others who know the Park intimately. I am very familiar

with MW corridor.

My preference for the MW corridor is the National Park Service Preferred Alternative C. This is a rational balance between visitor use and natural

preservation. Anything more would turn the corridor into a human-centric area of amusement and recreation - a mere extension of the Teton Village motif

of heavy development and commercial activity.

There are limits to all things. There are limits to the Park's physical boundaries and to how far outside those boundaries the Park's objectives and principles

can be allowed to project. Likewise, there are limits to how far private interests can intrude inside the Park. Specifically, a bigger, faster road, a parallel

bike path, and more people perks should not be allowed on the MW corridor. They are too much. They will benefit the few at the expense of not only the

many, but also at the expense of natural preservation.

Please hold the line at Preferred Alternative C.

Thanks, Russell C. Fericks.

Correspondence ID:

3106 Project:48252 Document: 68894

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Outside Organization:

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Received:

Jan,29,2016 15:22:30

Correspondence Type:

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Correspondence: Greetings:

I recognize just how complex this issue is- --not only to the NPS- --but to the Jackson Hole community at large.

I appreciate your attempt to be as thorough as possible and to strike a balance with wildlife, visitation and other significant Park values.

I am disappointed on two fronts:

- a) That a detached pathway was not part of your preferred alternative
and
- b) That public transportation was not included.

Without delving into a lengthy comment- --my position is simple.

A detached pathway would encourage visitors to experience the park outside their vehicles all the while providing an additional level of safety.

Public transportation (i.e shuttle) would facilitate safety- -for both individuals and wildlife alike.

It's my understanding that Grand Teton is one of the ten most visited Parks in the system. As such, I can not understand why public transportation was not

incorporated into your M-W Plan.

The result seems to be your proposed queing system. It is absolutely archaic.

It will result in significantly greater air pollution (not addressed in the EIS), traffic congestion- --and a reduction in the overall visitor experience.

I sincerely hope the Park does a much better job during the next round of planning.

Sincerely,

Philip Leeds

Correspondence ID:

3107 Project:48252 Document: 68894

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Hobbins, Karen W

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Jan,29,2016 15:36:27

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Correspondence:

Attn: Moose-Wilson Planning Team

Just a few thoughts regarding the Moose-Wilson planning process:

I applaud the Park's choice of Alternative C. My reasons include:

1. I do not believe the Park has a responsibility to provide a paved bike path parallel to the Moose-Wilson road. Doing so would be a great expense to

benefit only one segment of recreational users, and would probably increase biker/wildlife encounters and/or drive wildlife farther away from the road.

2. Likewise I do not feel the Park has any responsibility to make vehicular traffic through the MW corridor faster or more convenient for commuters. The

Moose-Wilson road should remain a premier access to the great wildlife viewing possibilities at a slow pace plus to the wonderful trail system for hiking

and horseback riding. The Park's responsibility is to provide safe visitor access and the protection of the natural features, including wildlife.

Traffic management at peak periods is likely mandatory. Restricting commercial traffic through the corridor would help the Park keep a focus on the scenic

experience.

3. Paving the unpaved section of the Moose-Wilson road may have appeal in dust reduction and ease of maintenance. However locals are used to it, plus its

unpaved status probably helps slow down traffic.

Thank you for the opportunity to comment.

Karen W. Hobbins

incorporated best available technologies and science and it was an all-around professional process. I support the Preferred Alternative "C", with a few

comments.

NORTH SECTION ROAD ALIGNMENTS and NATIVE AMERICAN CULTURAL SITE: I agree with the realignment of the very northern 0.6-mile of

the MW-C roadway. And I can accept retaining the road alignment from Sawmill Ponds south to the Death Canon junction in order to preserve the integrity

of the cultural sites and the artifacts they contain. We are faced with an unfortunate circumstance where two important elements- environmental and

cultural, collide in the decision-making process.

Clearly, the park's Mission and Organic Act require that the park protect for the enjoyment of future generations both the environmental and cultural

elements found within the park's boundaries. In advancing the argument to protect the cultural sites by maintaining the current road location and

configuration, I urge the Park not to reveal specific information regarding the distribution and content of these sites, but rely on general statements

outlining their significance in understanding the history of Native American occupation of this area. To provide too much detail may lead to either

unintentional disturbance of the sites or actual, pre-meditated removal of items- neither of which are worth risking by creating a detailed "treasure map."

It appears that the park is (appropriately) considering developing a plan to protect the integrity of this site (p. 109-10). I suggest that at this time the park

consider how such a plan might fit into the MW-C final decision, particularly if the site were developed for visitor access and interpretation. If so, this

could greatly affect traffic, parking and overall visitation in that northern portion of the corridor.

MITIGATION: Repairing the existing roadway, particularly in the area of the beaver ponds will require removing valuable, mature - fruit and berry

producing plants such as hawthorn and chokecherry. I urge the Park to mitigate this loss (beyond customary on-site rehabilitation) by planting at other

locations within the corridor, two to three times the amount of shrubbery destroyed during reconstruction. And I urge the Park to monitor the survival and

growth of these plantings for a few years during which time those plantings that fail to take hold, will be replaced.

And specifically, any wetlands functions lost due to the reconstruction of the existing roadway alongside the beaver ponds (and other wetlands in the

corridor) must be mitigated on-sight.

TRAFFIC MANAGEMENT: Using "social media", develop a free application that will keep visitors abreast of travel conditions in the corridor (and park-

wide), estimated wait times at the north and south MW-C entrance stations and the status of the primary parking areas in the corridor. Having the App

available on the park's web site and asking all hotels and motels, car rental firms, visitor centers and public transporters to promote the free App will help

visitors efficiently plan their activities. An electronic sign at the junction of Wyoming Highways 22 and 390 alerting visitors of approximate wait times at

the south corridor entrance will also facilitate visitor planning.

Concerning vehicles idling while waiting in line to enter the corridor; electronic signs at both entrance stations asking drivers not to idle will minimize this

activity. Signs should appear in English, Spanish and perhaps Mandarin and Japanese. If necessary, park volunteers and/or staff, can be present at the

entrance stations to inform visitors about the community's "do not idle" policy. "Please, no idling" signs should also be placed at all official turnouts and

parking areas- through the park.

Both the south and north corridor entrances should have an "administrative entrance" lane to accommodate administrative access as well as providing

convenient access for the residents who can only access their property from the MW-C road INSIDE the entrance stations. And these vehicles should be

granted an annual windshield entrance pass and should NOT be counted in the vehicle capacity management plan. (This should adequately address the

park's need to grant access to private property within the park.)

PHSICAL CHARACTERISTICS OF MOOSE-WILSON ROAD: The current alignment must be maintained as much as possible. Retaining walls should

be avoided at all costs so as not to inhibit wildlife movement across the roadway. Traditional speed limit signs need to be prominent with one or two

electronic "current speed" radar signs to remind drivers of their speed.

TURNOUTS AND PARKING: All official turnouts and parking areas need to be defined with robust barriers- preferably large rocks similar to those used

in the newly constructed pull-offs in the National Elk Refuge. In addition to the proposed vault toilets at the Granit Canyon and Death Canyon Trailheads,

toilets should also be installed at both entrance stations to accommodate visitors waiting in queuing lines.

BICYCLE USE: There is an interest in the community to have five-foot wide "climbing lanes" installed on two portions of the corridor's roadway: First,

from the south end of the current pavement (levee access road junction) north to what would be the road's crest just south of the Lake Creek bridge

(approximately 1,200 feet), and second, south from the LSR junction and ending north of the Woodland Trail crossing (approximately 900 feet). IF these

five-foot wide "climbing lanes" are constructed, they need to remain attached to the roadway, be clearly marked for bicycle use only and be constructed in

a manner so as not to impair wildlife movements.

Since this will be a shared roadway, prominent signs need be placed at both entrance stations stating that drivers need to share the roadway with bicyclists.

Similarly, bicyclists should be forewarned that this is a narrow, winding road and to expect a slow, but continuous flow of vehicles- "ride at your own risk".

It must also be made clear through signage and handouts that bicyclists need to always ride single file.

I would also urge the park to partner with the Friends of Pathways so that their visitor information regarding bicycling in Grand Teton National Park

contains bicycling protocols with clear descriptions of the conditions cyclists can expect to face when traversing the MW-C. This needs to include detailed

information about what to do when confronting wildlife, be it elk, moose or grizzly or black bears.

COMMERCIAL ACTIVITY: I believe the park service should be prepared to limit the number of commercial vehicle tours within the MW-C. I can

foresee a day when tours could expand to such a level as to leave little opportunity for private vehicles to enter the corridor due to appropriate

vehicle/visitor capacity levels. Limiting commercial access already exists with commercial Snake River floating concessions- it may have to be applied to

MW-C commercial tours also.

I ask to park service to consider allowing taxis to enter the corridor for the rare, but likely reason to deliver an out-of-town visitor(s) who has a valid

backcountry camping permit and no vehicle. This could easily be accomplished by having the taxi driver display the valid backcountry permit at the

entrance station. This would also require that the taxi driver immediately leave the corridor after dropping off the camper(s).

Transit use within the MW-C can be accommodated to a point. However, it should not be used primarily to transport visitors through the corridor onward

to other park destinations. Although this may reduce the number of private vehicles on the roadway, it can end up depositing far more visitors to

destinations than would private vehicles. Many park destinations are already overcrowded and experiencing environmental impacts and increased visitor

dissatisfaction. Witness the recent communiqué from Zion National Park:

Transportation Issues - The park and adjacent town of Springdale have a limited amount of parking. A shuttle bus system was established in the town and

within the park in 2000 to help move people and reduce traffic congestion; however, the buses are frequently at standing-room-only capacity. The highly

successful shuttle system delivers many more people to trailheads and destinations than were possible with private vehicles, increasing social crowding

conditions on park trails and increasing road and resource damage. Neither the park nor the town can simply build ourselves out of this situation by

providing more parking lots, more buses, and heavier duty roads without sacrificing the local quality of life, the quality of park resources, and the quality of

visitor experiences.

Grand Teton Park is experiencing an explosion of visitation, measured in numbers of vehicles and in numbers of visitors- transit may reduce vehicles, but it

will not reduce visitors and it may create greater problems at transit destinations. Application of any park transit system must be analyzed on a holistic

basis and must be under the complete administration of the park service.

WINTER ACCESS AND USE: I fully support this plan: the closure dates, the no trail grooming policy, and the exclusion of mechanical

transportation/recreation devices, specifically fat (snow) tire bicycles. I also suggest that it be made clear that dogs be prohibited, regardless if on a leash or

not.

In order to protect wintering wildlife in the area, I strongly urge the park to put in place, and enforce a winter closure to all human activity beginning at 100

yards east of the existing roadway and extending eastward to the Snake River. This closure should coincide with other park winter closure dates, and

certainly it should coincide with the closure dates for the roadway itself. There is ample evidence of the importance that this river bottom area holds for

both migrating and wintering wildlife to justify the closure. A similar winter closure exists along the Snake River bottom north of Moose, and for the same

reasons I strongly urge the park to implement a river-bottom closure from south of Moose to the park's southern boundary.

VISITOR USE AND EXPERIENCE/EDUCATION AND INTERPRETATION: In addition to I. and E. plans already outlined, I would suggest that the

park look into having a real-time video display in the Craig Thomas Visitor Center originating from the Moose-Wilson roadway showing wildlife activity

when the corridor is closed to public entry. This can be accomplished with one staff or volunteer and vehicle with video and transmission capabilities. It

would allow visitors to safely (and comfortably) view wildlife activity otherwise denied them. The video images could be accompanied with real-time

interpretive narration.

In summary, I commend the park service and its analysis team for producing a thorough, scientifically based and transparent D-EIS for the Moose-Wilson

Corridor. And I commend the park for identifying Alternative C as the preferred alternative. This alternative balances resource protection with visitor

access. There are many conflicting opinions about how this unique portion of Grand Teton Park should be managed- some driven by personal

conveniences, others by financial interests. Some driven by safety concerns while others by interests to simply protect the land in an unchanged condition.

But in the end, it is the National Park Service that has to make the final decision and your charge is clearly presented in the Service's Mission Statement

and Organic Act. This is first and foremost a National Park, it is not a local pleasuring grounds or economic enterprise. It is the guidance given by the "law

of the land" that must be followed, not the loudest, best-funded voices in a small community. Thank you for your hard work and dedication to protecting

Grand Teton National Park.

Respectfully,

Franz J. Camenzind, Ph.D.

Jackson, Wyoming

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Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: (Note: 'MWC' in these comments is used as an abbreviation for Moose-Wilson Corridor. 'NPS' refers to National Park Service)

In general, I support the Park's preferred Alternative C, given the current set of alternatives. I encourage you to modify Alternative C to benefit the

environment, incorporating protective elements of Alternative B and other measures that were not included in Alternative C; more details about this will follow.

However, I am very disappointed that the DEIS did not present an alternative striving for maximum conservation and long-term protection for this special place. Even if such an alternative was not 'preferred' by NPS, it could have been used to help measure the costs to the environment stemming from the other

alternatives, which are all primarily focused on promoting human use and are tailored for servicing visitors, traffic flow, recreation 'demands', and

supporting the backwards-looking view of national parks in the West as places that people drive to. Alternative C represents an effort to hang on to the

status quo of current conditions with some increases in human use. That is certainly better than simply striving to promote ever-increasing use, but it falls

short of what I hoped for. NPS missed a chance to try something new and visionary here, something that truly respects the extraordinary qualities of the

"corridor" and has a better chance of withstanding the deluge of ever-increasing visitation and Teton County's population. We need something that tries to

heal the problems created by the previous development of multiple attractions in this narrow band of land that critically links river and mountains. The

strong bias of seeing this area as primarily an avenue for moving people and vehicles between Moose and Teton Village, with recreational diversions in

between, was embraced rather than evaluated. I suppose that strong political pressures may have prevented NPS from examining the one-way road traffic

alternative that was developed in the Grand Teton 2007 transportation plan, but I hope that this is not what transpired.

With that being said, I am very thankful the preferred alternative does not include the construction of a "multiuse" small road (aka "pathway"), as in

Alternative D. I urge NPS to hold the line on this although the pressure for a separated pathway has strong political power and wealth behind it. The

multiuse pathway has many adverse impacts on wildlife, vegetation, and human safety (e.g., confrontations of cyclists with bears and moose). Grand Teton

NP and Teton County already offer extraordinary opportunities for recreationists on paved surfaces; further expansion of the pathway system is an

expensive and urban life-style luxury that should not be imposed in the MWC. A separated pathway would vastly increase the human disturbance zone, and

destroy at least 14 acres of intact habitat, pave almost 9 acres of land, and remove many thousands of trees. It is also apparent that the pathway would mean

not only more bikes and other exercise-seekers, but more cars, transporting local residents to this paved amenity.

I strongly oppose afflicting the area with this intrusive pathways development of Alternative D.

Alternative C traffic management

I strongly support limiting vehicle access to MWC, as well as numbers of visitors-at-one-time. The huge recent growth in visitors to Grand Teton and high

use by County residents of the Park demonstrates the need to firmly recognize the need for limits, to safeguard this vulnerable and valuable area within the

National park system. All public facilities have carrying capacities, and the DEIS makes good strides in trying to identify this for the MWC. Mass transit is

being pushed by some people in Teton County, and this could be a workable idea IF the number of private vehicles is further reduced from the numbers in

Alternative C. I am alarmed by Teton Village Association's demands, because I fear that local and parochial concerns will get elevated attention due to

Teton Village wealth, political and legal connections. The MWC should NOT be seen and managed as a resort amenity. It is vastly unfortunate that Teton

County and the Bridger-Teton National Forest have sanctioned the enormous and non-sustainable growth of Teton Village over the past two decades, but

Grand Teton NP's priceless qualities and long-term future should not have to pay for the unwise amount of development at Teton Village.

Increasing mass transit is worrisome because of the potential for vastly increasing the number of people in MWC. Crowds of people are becoming a

hallmark of many places in Grand Teton and Yellowstone. I wonder if anyone really enjoys standing elbow-to-elbow at a roadside pullout? Vegetation

trampling, human waste, and toilet paper are much more in evidence at roadside areas than they were 20 years ago, sad indicators of over-use. It is also

alarming to note that some drivers of commercial vehicles in the Parks are not conscious of safety and do not have the skills necessary to navigate the

unpredictable conditions of Park roads.

The proposed system of queuing lines of cars, and one-in-one-out access, in Alternative C needs more evaluation. It should not preclude potentially more

workable solutions, such as a reservation system, a one-way road, or more frequent and longer road closure periods implemented with gates. The 200

vehicles at one time should be a maximum, or some number smaller than that if the need is revealed through further study and adaptive management. It

seems to me that the MWC is already vastly overcrowded in summer, to the point that many people already choose not to go there in summer. The

conservation legacy of the LSR preserve should be honored, but it will be eventually erased if human use keeps increasing.

Logistics of the timed sequencing technique are not clear in the DEIS.

-How will the number of cars be counted; how will you know when 200 vehicle limit is reached? Will this be done electronically, or by humans at queuing

stations and various parking lots?

- Has a system entailing queuing lanes and one-in/one-out vehicle management been used in other national park road segments? If so how well did it

work?

-What problems do you foresee with this approach? How likely is it that the system will endure for 10, 20, and 30 years into future?

-The DEIS reveals that by 2025, you expect 50-60 days per year where queuing will be required, i.e., doubling or tripling the number of days that would

have occurred in 2013 according to the DEIS. That is a very large expected increase. What will wait times be in queuing lines of 2025, and will that be

tolerable to the public and Park staff dealing with it?

-Will restrooms, trash cans, and other needed facilities be provided for the waiting public in the lines? This should be evaluated in the EIS so that the costs

can be expected and planned for. The occupants of 30 vehicles waiting in place for substantial time is going to generate foreseeable problems that Park

managers well know.

-The polluting effect of waiting vehicles is a concern. Will there be a mandatory 'engine-off' regulation to protect air quality and soundscape?

-I had trouble understanding how the 200 vehicle limit can be applied if parking lot spaces under Alt C (including Death Canyon, LSR, Granite, and

turnouts) exceed 200 by a substantial amount? (280 vehicles I think). Why build so much parking area if you are limiting traffic to 200 vehicles?

Wetlands and beavers

Alternative C calls for retaining the current road alignment between Sawmill Ponds Overlook and Death Canyon Road junction. This is a decisively not-

environmentally-friendly aspect of Alternative C. This portion of the road is said to be "adjacent to wetlands", but that is not accurate; the road currently

intrudes into wetlands and portions would be flooded if the Park did not take measures to deal with beavers. The EIS should not evade Executive Order

11990, "Wetlands Protection" by claiming that the road is adjacent is wetlands. The DEIS correctly acknowledges that "The presence of Moose-Wilson

Road is limiting the natural growth and evolution of wetland development in this area." The implications and adverse impacts stemming from Alternative C

are not adequately examined. Without a road, the wetlands would have a natural interface with the rising topography to the west. A natural interface with

uplands is essential for wetland function and for many of the wildlife inhabitants of the wetlands, including amphibians, invertebrates, birds, and large and

small mammals.

The EIS must be more diligent in disclosing and evaluating the adverse impacts of having and reconstructing the road in this location. On page 209, the

DEIS reveals that there will be "wetland recovery and expansion if the current road is removed and the beaver activity is allowed to continue". This implies

that Alternative C hinders wetland recovery and expansion, and that it may dis-allow continued beaver activity. These aspects of Alternative C must be

disclosed, evaluated, and mitigated.

The DEIS notes that "Cultural values likely exist along the uplands adjacent to the wetlands including both historic and prehistoric sites" (p. 209). These

aspects also deserve assessment, given that the main rationale for not re-routing the road could be the desire to protect cultural values elsewhere.

The DEIS provides a confusing assessment of the wetland effects of Alternative C. On p. 415, the DEIS falsely claims that "the segment of the road

between Death Canyon Road and Sawmill Ponds Overlook would be reconstructed to restore local hydrological patterns and wetland connectivity."

Wetland connectivity is disrupted by the road, e.g., area 5 is separated from area 4. Installing improved culverts for a larger road, if that is what is meant, is

hardly a restoration of hydrological patterns. The discussion on p. 415 seems strikingly biased by advocacy of this alternative; this is made clear when

compared to the text describing "greatly beneficial" effects of Alternative B, on pages 353-354.

There is also puzzling uncertainty in this section about the wetland effects of Alternative C, e.g., "...some adverse effects on the hillside to the west of the

road (via destabilization from excavation) and downstream wetlands (via erosion and sedimentation) if regrading and long-term stabilization of the hillside

is necessary to accommodate the drainage". The EIS must determine if such regrading and stabilization is necessary so that NPS can disclose, assess, and

mitigate adverse impacts. Is NPS still trying to figure out whether to fill wetlands or to dig into the hillside to 'improve' and reconstruct the road north of

Death Canyon road junction under Alternative C? This information should have been disclosed in the DEIS.

Given the many adverse impacts on this "sensitive wetland complex" described on p. 415, the conclusion that the Alternative C "would still have

appreciable long-term beneficial effects on wetland areas 1, 4, and 5 and some of their ecological functions" fails to sound plausible or honest. The phrase

"While alternative C does not offer the same degree of wetland benefits from the southern realignment associated with alternatives B and D..." is

particularly irksome. The EIS should plainly disclose that wetlands and wetland quality will be sacrificed under Alternative C, and the reasons for this

sacrifice (which could be remedied by Alternative B) should be made clear.

Another uncertainty under Alternative C is the fate of beavers in the section north of Death Canyon Road junction. The DEIS (p. 212) rightfully recognizes

the dynamic nature of beaver occupation and dam-building. The DEIS discloses that current management "limits beaver activity as water levels are

managed to minimize road flooding" (p. 178), and that manipulating water levels of the beaver ponds (Alt. A) has "adverse effects on beaver behavior and

habitat" (p. 347). Under Alternative B, these road impediments to beaver activity and associated dynamic beaver pond processes would be eliminated" (p.

353). Paradoxically, Alternative C also makes the claim of benefiting beavers, "e.g., via additional culverts" and some magical thinking. The claim of hydrological restoration is vague and apparently secondary to the main goal of creating a 'sustainable road'. The claim of "more natural hydrological conditions" that would benefit beavers is baffling. I was not able to find in the DEIS how much the road would need to be elevated to remove it from any future threat of beaver flooding, how much wider the reconstructed road would be, how many culverts would be needed, or what measures would be needed to defend the culverts from beaver damming.

The EIS must disclose how much potential wetland is affected by the the proposed 'improved' road. How much wetland fill would result from road improvements, including widening and elevating the road? What is the mitigation for this wetland loss? What adverse impacts result from maintaining a road so closely adjacent to flooded wetlands? (amount of pollution from emissions and run-off and chemical treatments of the road surface, culvert construction and maintenance, litter discarded by Park users, dog poop, human wastes, wildlife deaths from vehicles, etc).

Wetland mitigation includes the measure "Conduct a wetland survey by qualified NPS staff or certified wetland specialists to certify wetlands within the Moose-Wilson corridor and to accurately identify locations of wetlands and open water habitat" (p. 117). The use of wetland maps from 1979 certainly erodes confidence. Is the Wetland Delineation (2012) of 50 acres that is included in the DEIS deemed sufficient for this area? Do you consider the mitigation measure to be already satisfied by the existing delineation? Note that acquiring needed and legally-required information is poorly categorized as 'mitigation'.

It is hard to understand why NPS 'prefers' to retain the road in its current location between Sawmill Ponds Overlook and Death Canyon Junction given the many adverse environmental impacts of this road location. If NPS prefers protecting a specific archeological site (that would be irrevocable destroyed by Alternative B?) to protecting a significant wetland complex, this needs to be explained, justified, and the options examined. What are the barriers to

protecting the cultural/archaeological site(s)? The DEIS acknowledges that the most important site (48TE498, location not revealed) currently faces threats

from visitor use and artifact collection. It seems plausible that road reconstruction under Alternative B would give NPS the opportunity, funds, and impetus

to study and protect the site(s) and the artifacts. Please evaluate this.

Amphibians

Thank you for including a good description of the diversity and abundance of amphibians in the beaver pond wetlands, Phelps Lake, and riparian zones. It

should also be noted that amphibians occur in more isolated and seasonal wetlands. Breeding, winter, and migration habitat can easily be destroyed by

construction that expands parking, pathways, and other concentrated human-use areas. Amphibians breed in wetlands but many adult amphibians travel to

other areas for foraging and winter shelters. Roadkills of amphibians on roads in and near wetlands occur, but are seldom noticed because the bodies are

small and quickly removed by ravens or other scavengers.

The impact on amphibians of the road segment between Sawmill Ponds Overlook and Death Canyon junction needs evaluation. Design features of the

reconstructed road and culverts under Alternative C could be crucial for protecting amphibians. For example, metal culverts with high-velocity water could

prevent amphibian passage, or force them on to the road surface, while other kinds of culverts and bridges could be helpful. The retention and

reconstruction of the road in this section presents an adverse impact on amphibians, and design features need to be contemplated to mitigate the adverse

impacts of separating the wetlands from uplands. Alternative B, with its removal of the road in this section, is much better for amphibian populations of

this area.

Please note amphibians are monitored by the Greater Yellowstone Network and partners; this project is part of the NPS Inventory and Monitoring Program

(<http://science.nature.nps.gov/im/>). The DEIS incorrectly states "Greater Yellowstone Coordinating Committee" (p. 125).

Road paving under Alternative C.

This appears to be another case of Alt C favoring movement of vehicles above wildlife. Paving will increase vehicle speeds, leading to higher risk of wildlife collisions. It will encourage more vehicular use of the road, especially by local residents. The unpaved road is one of the factors limiting its thoroughfare use. The DEIS needs to examine the adverse impacts of paving.

Speed limit

I strongly support the proposed 20 mph speed limit under Alternatives B and C. Please note that limiting speed benefits and protects wildlife and drivers

and their passengers, as well as cyclists. The public needs assurance that the speed limit would be effectively enforced. Speed limits are obviously not well

enforced elsewhere in the Park (especially the JDR Parkway) and on the main highway. There are many speeders and few officers; it seems to be common

knowledge that people can get away with ignoring posted speed limits in the Park. Enforcing this unusual speed limit in MWC will take some extra effort

and resources.

Signage

Roadside and trailside signs are typically obtrusive and unsightly, try to limit their use and proliferation, make sure each sign is effective and needed.

Fuel projects

In my scoping comments, I asked that the DEIS examine potential fuel hazard projects in the MWC. This comment was apparently ignored. Refusal to take

a comprehensive look at such projects in Grand Teton NP is a growing problem. These costly projects remove native vegetation and have adverse impacts

on wildlife and scenery, but have questionable value in terms of stopping wildfire. The green light for any/all "fuels" projects on public land is meeting

with increasing public skepticism. The fuels project along Death Canyon Road should have been evaluated in this DEIS, weighing the adverse impacts and

degraded visual aspects against the possible benefits and their longevity. I fear that there could be many more of these projects, driven by funding

availability and generalized fear rather than careful thought and respect for natural conditions. The EIS is an important opportunity to assess and manage

future NPS projects in the MWC, and the subject should not be ignored.

Parking at Sawmill Ponds Overlook

Under Alt C, the Sawmill Ponds overlook parking area would be 'improved' for horse trailers.

Encouraging horse trailers here, at one of the most popular

wildlife viewing areas, is problematic, which I suppose is why this is not part of Alternative B. Mixing excited tourists, rapid turnover of vehicles, the

adjacent M-W road, large trailers and trucks, and horses...this is a recipe for unpleasant conditions if not disaster. I suggest that you keep horses off the

road and away from concentrations of drive-by tourists. The EIS needs to disclose how much larger the Sawmill Ponds Overlook parking would be, under

all alternatives, and what impacts this expansion would have.

Conclusion

In conclusion, I thank you for the strenuous efforts made to produce and share the DEIS, and the selection of a preferred alternative that does not include a

paved or separated pathway. It is notable that the Teton County Commissioners largely supports Alternative C, despite the self-interested opposition to this

Alternative by a powerful cycling advocacy group and the Teton Village Association, and the role that the road plays in serving County residents.

However, it is important always to keep in mind that this is a NATIONAL park, not a local or regional park, and NPS has a mandate to protect it for future

generations

I urge you to improve Alternative C by incorporating environmentally-preferable measures from Alternative B, and some new ones, in your final decision,

such as:

- Relocate the road section between Sawmill Pond Overlook and Death Canyon Junction;

- Limit parking at Death Canyon to Alt B's proposal of 60 vehicles or less, and do not expand parking at Granite. Consider a limited shuttle service for

hikers to get to trailheads and the LSR from Moose without driving and parking.

- Protect wildlife in fall by limiting public entrance to a few daytime hours.

-Elimination of through-traffic during peak periods and crisis times (e.g., accidents, bear presence near the road) by use of gates.

-Provide recommendations and consider enforcing strict limits on how long vehicles can idle, anywhere in the Corridor.

-Ensure that there are sufficient numbers of Park staff to enforce regulations (e.g, loose dogs), speed limits, and management measures that result from the
EIS.

-Please ensure that management of Moose-Wilson does not take needed staffing/enforcement resources from other areas of the Park, which are under increasing stress from increasing human use.

Correspondence ID:

3110 Project:48252 Document: 68894

Name:

field, frances

Address:

sparta, WI 54656

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Superintendent Vela,

The historic seven-mile Moose-Wilson Road Corridor is one of the most wildlife-rich areas in Grand Teton National Park, home to grizzly bears, wolves,

and moose. And that means it's also one of the park's most heavily driven areas.

I am writing regarding the Moose-Wilson Road Corridor planning process at Grand Teton National Park. As a supporter of the National Park System, I

believe the Park Service's preferred plan, "Alternative C", best protects the Moose-Wilson Road Corridor and request that you choose Alternative C as your approach to future management.

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors to continue to use and enjoy the corridor.

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. I encourage the

Park Service to complete an analysis of transit options such as a small-scale shuttle system that could be utilized in the corridor.

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Thank you for your good work to protect this special place.

Sincerely,

distances are quite walkable, and if combined with alt-fuel transit, a pathway for would be a terrific low impact option for visitors to walk as well as

bicycle.

2. Along with adding a pathway, the NPS should partner with the community on an alternative-fuel transit shuttle to provide new options for people and

reduce private vehicle pressure and carbon emissions on the Moose-Wilson road. The parks prior Transit studies support this, and the Moose-Wilson plan

should include this as part of the long term solutions to visitor access to the National Park.

3. Missing topics that should be addressed:

Include Regional Transportation in the Final EIS. This topic is integral to Moose-Wilson, but was dismissed from consideration. Teton County has adopted

a Comprehensive Plan and Integrated Transportation Plan that specifically calls for a regional approach to shared transportation challenges. The NPS

should include this significant partnership opportunity in the Moose-Wilson plan.

Address Air Quality and Climate Change. These related topics should not have been dismissed in the EIS. Both are very important to include in the Moose-

Wilson Corridor plan. The NPS has a responsibility to protect air quality in the National Park, and to take positive steps like the pathway to help combat

climate change in this plan.

Pathway user studies of the Moose-Jenny Lake Pathway. Include prior social science studies that were conducted by the NPS in 2007-2010. There are two

highly relevant before and after studies of pathway use in Grand Teton National Park, which document a remarkably high visitor experience with negligible

wildlife impacts. The results of those studies are very helpful in documenting the benefits of the pathway, and lack of impacts.

4. Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the

proposed use levels to any natural resource impacts or outcome. The NPS should instead develop a system that rewards people when they use alternative

transportation like biking, walking and transit. Manage private motor vehicles to a reasonable limit, and allow more people when they choose alternative

modes.

5. Winter access. The NPS should improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson

road and new pathway in the winter. A groomed trail would enhance winter access for Nordic skiing, walking, snowshoes, and fat bikes on the road and

pathway. This is another area where partnerships are feasible to assist the park. There could be a world-class 15km groomed trail from Teton Village to

LSR, using the pathway and closed road section to provide a remarkable national park visitor experience at a time of year when there are not significant

wildlife concerns.

6. NPS Management Policies. The EIS must consider and comply with the NPS Management Policy, Section 9.2. This is missing in the DEIS. The NPS

policy 9.2 states:

"Depending on a park unit's size, location, resources, and level of use, the Service will, where appropriate, emphasize and encourage alternative

transportation systems, which may include a mix of buses, trains, ferries, trams, and-preferably-nonmotorized modes of access to and moving within parks.

In general, the preferred modes of transportation will be those that contribute to maximum visitor enjoyment of, and minimum adverse impacts on, park

resources and values."

Thank you for your consideration of these points.

Correspondence ID:

3112 Project:48252 Document: 68894

Name:

Jensen, Gail K

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 16:26:19

Correspondence Type:

Web Form

Correspondence: Dear Park Service,

I am very pleased with your most current draft. There are just a few additions I would like to see addressed in the final plan.

I again see that a nighttime closure for the road is not part of the draft. This is the time that most wildlife move about. Just closing the road to all but emergency access from dusk to dawn would eliminate low light collisions for both wildlife and vehicles. It would also eliminate stressful encounters.

I very much like the idea of closing the "Sawmill Ponds" area and south to winter vehicle access and maintenance. It would not take much to connect a trail

from the entrance stations north and south to the valley trail for winter visitors.

After the numbers of visitors the Moose-Wilson road saw in 2015, it is time to begin a transit option now. Starting with a initial small number of vans (non-

polluting) equipped to carry backpacks - gear, etc. The numbers of vans or buses could be expanded until the goal of eliminating all automobiles is

achieved. I do not see a queuing system working. The costs of managing this seems like a dollars trade-off for the more realistic transit with the pollution

free benefits.

I am a cyclist yet I feel without expanding the width to accommodate safe travel for all aged riders, it should not be available to any cyclists. The current

pathways in the Parks and throughout Teton County are completely adequate for those that wish to recreate via bicycles. I do not want the Moose-Wilson

road to lose its small country road feel and that means no pathway.

Thank you to all who have worked so hard on this plan!

Sincerely,

Gail K Jensen

Correspondence ID:

3114 Project:48252 Document: 68894

Name:

Golightly, Jeff

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Jackson Hole Chamber of Commerce Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Letter Also Mailed 1.29.2016

January 29, 2016

Superintendent David Vela

Grand Teton National Park

P O Drawer 170

Moose, WY 83012-0170

Dear Superintendent Vela:

Respecting the power of place is core to the Jackson Hole Chamber of Commerce and is a brand promise. It is our position that our economy, community, and environment make this place special and additionally that they're completely interrelated.

It is with this commitment in mind that we make our comment. The Chamber continues to support a sustainable Moose-Wilson Road open to two-way

traffic. The Preferred Alternative ensures that the road will stay open and allow for vehicles to pass, but there are a couple of minor tweaks that we suggest.

First, we believe that queuing based on capacity that includes multi-night stays on the corridor may not be the correct way to regulate traffic flow. Please

consider not counting cars that are known to be staying overnight against the cap. Something like a simple parking permit could be issued and would

trigger the gate attendant to not count them against the cap. Congestion is primarily caused by occupied cars traveling slowly watching wildlife rather than

parked cars that sit overnight or multiple nights while a user is backpacking.

A line of idling cars seems counter to the spirit of conservation. On cold mornings when peak travel times arise, there could be long lines of running cars

that idle to keep families warm. On the hottest days, or when an unexpected shower emerges, vehicles will also idle to allow air conditioning and venting to

occur to keep those waiting in line comfortable. Eliminating the parked cars from the capacity limit may allow more cars to pass through and decrease

potential lines. It might also allow the Park to better understand what the true "moving" capacity is that could be used to adjust the limit in the future. We

believe this approach could reduce lines because long-term parked cars are not static throughout the season. Consider the following example for

illustration. Imagine prior to all of the snow melting in early June that there are only 30 overnight parked cars (before peak backpacking season) and say in

late July there were 130 during the peak of backpacking season. This would mean that the "perceived" congestion when the gate capacity was hit would be

significantly different. If the congestion was appropriate in the June example, the road could feel like a ghost town when only the smaller number of

moving cars was on the corridor in late July. Not counting the overnight parked cars allows the Park Service to hit the ideal perceived congestion on all

days instead of potentially over regulating on some days (and even under regulating on others). This would likely reduce lines and offer a more

environmentally friendly alternative to idling.

Transit could also limit queuing and Idling. Moving people through the corridor in mass transit could reduce the number of vehicles on the road. Fewer

vehicles would reduce environmental impacts, congestion, and lines at the entrances. Even if a transit option is not available or able to be implemented

today, we support the Park Service's recognition and inclusion of potential transit solutions along the Moose-Wilson Road in the future.

Second, the idea of having signs warning potential travelers of long waits seems very unwelcoming. If a traveler about to travel north on the Teton Village

Road sees a sign warning them of extended waits it could be confusing to them and cause undue stress even if they are not heading into the park. They may

not know Teton Village is before the wait and fear an activity reservation or dinner reservation could be missed because of a wait that wouldn't even affect

them. Also, a traveler with no lodging reservations may be discouraged from traveling to the hotels in Teton Village because the sign might make them

think they will be stuck in long lines getting in and out of their hotels in Teton Village and they may choose another destination to find lodging instead. We

suggest that if a sign is used it should indicate very clearly that there is no wait to Teton Village and all services, but the wait is after the Resort Area. A

sign stating "Minutes to Teton Village and JHMR - XX Minutes", followed by "Estimated Wait to Enter the Park after Teton Village - XX Minutes". This

would allow potential travelers to better understand what lies ahead. It would save frustration if there was a long que, but indicate there is no waiting to get

to Teton Village. The Chamber would be glad to participate on a work group to advise potential signage and messaging, and suggest other stakeholders

also be invited to join such a group.

Finally, the Chamber continues to support the pathway, preferably separated, along the roadway. Particularly of note is the portion of pathway that has been

previously approved from the current south terminus of the pathway to the LSR. Beyond that point a connected cycle track could also be explored. While

the Chamber understands the public comment indicated that the public was uninterested in a wider road, there was no way to indicate support in the public

process for an option that included a same-sized vehicle portion of the road plus a smaller portion for a cycle track. The Proposed Alternative is a

motorized vehicle approach at a time when the virtues of getting out of your car are so valued. Cycle tourism is a growing industry. This proposed segment

of the path would complete a valley loop already established in the park- -further securing Jackson as a world-class cycling destination, attracting more

park visitors using non-motorized means, and strengthening our community's tourism economy. This segment of tourists also skews younger (younger

families traveling with children included) aligning with the Park's stated desire to attract younger visitors. A separated pathway and or cycle track would

provide a safer experience by keeping motorized vehicles away from hikers and bikers which in addition to potentially saving lives is also a foundational

need for growing cycle tourism and promoting non-motorized use. More non-motorized use in lieu of motorized use means protection of natural

soundscapes and a reduction of greenhouse emissions, both of which would help contribute to the experience our visitors seek.

Thanks again for engaging in this public dialogue. We truly believe that the solution for managing the Moose-Wilson Road and Corridor can reflect the

mission of our most valued resource, our national park, while aligning with the community and the mission and vision of the Chamber.

Thank you,

Julie Faupel

Chair - Jackson Hole Chamber of Commerce

Jeff Golightly

CEO / President - Jackson Hole Chamber of Commerce

CC: Moose - Wilson Planning Team

Teton County Board of County Commissioners

Jackson Town Council

Correspondence ID:

3115 Project:48252 Document: 68894

Name:

Mason, Mary D

Address:

Tetonia, ID 83422

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I do not support a separate bike path on the Moose Wilson Road.

The numbers of visitors to GTNP is rising and will continue to do so for the foreseeable future.

It is our responsibility to protect the wildlife who are greatly impacted by this increase.

I have been a traveler on the Moose Wilson Road when moose and bears have been harassed by well meaning folks who want a peak at the wildlife and

only harm them by their thoughtlessness. To have a path along the road would only add to the situation.

I support the Parks Alternative.

Please do not succumb to self interest groups.

There are plenty of safe pedestrian and cycling pathways in the area.

I support the Preferred Park Alternative.

Correspondence ID:

3118 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I agree with limiting the vehicles allowed on the Moose-Wilson and I feel a bike/walking path should not be built.

The Grand Teton Park is not obligated to provide cyclist with a loop. It is also not obligated to provide a high speed commute for those

working/vacationing in the Village.

Jackson has a lot of wildlife living nearby. Jackson makes a lot of money from people coming to see the wildlife. The unfortunate fact is these people do

not know the risks associated with wildlife. Grand Teton Park is not Disney yet too many times one sees visitors acting as if it is.

Please do not make it easier for the idiot tourists to become more idiotic and please do not capitulate to the pressure of business owners in Teton Village for

their selfish wants.

Do what is best for Grand Teton Park and for its future. If the Climate Activists are correct, there won't be any skiing in 20 years so therefore no ski area

therefore no Village. GTNP will still be around 20/30/50 years from now. What is best for GTNP and its wildlife. No wider roads and no bike path.

Correspondence ID:

3119 Project: 48252 Document: 68894

Name:

Sobey, Pegi A

Address:

Moran, WY 83013

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 17:47:23

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to submit comments on the Moose-Wilson Corridor Draft Comprehensive Management

Plan/Environmental Impact Statement. As a close neighbor of Grand Teton National Park, I am extremely passionate about the National Park Service's

obligation to protect and preserve its diversity of spectacular wildlife, habitat and scenery. Moose-Wilson Road is a unique and special place to visit in the

Park - not a transportation corridor.

I am in complete support of the preferred alternative outlined in the DEIS and offer the following suggestions for improving Alternative C:

As stated in the DEIS, increasing motor vehicle traffic is by far the major impact to this wildlife-rich area. I encourage the Park to adopt more aggressive

measures within the existing developed footprint to reduce traffic, while also protecting natural resources. In particular, I urge the Park to seriously

consider a mandatory shuttle from both Moose and Teton Village to the LSR Preserve. Volunteers currently spend countless hours managing a one-

out/one-in, extremely congested parking facility. This measure alone would help to significantly reduce traffic numbers on this busy roadway. Such transit

could be combined with an interpretive service (a preferred use of precious volunteer time) that would provide visitors with valuable information on the

natural and cultural resources within the Park.

The Park's proposal to create vegetation setbacks along the road section between Sawmill Ponds and Death Canyon recognizes that this habitat represents a

source of human/wildlife encounters during certain seasons. However, this habitat likewise represents some of the best seasonal bear habitat, and its

removal will exacerbate an already dwindling and important food source for the bears, contrary to the Park's mission to protect and preserve these

resources.

Finally, I am firmly opposed to the Park creating any form of pathway for people to visit this area on foot or bicycle. There are plenty of opportunities

within Grand Teton National Park for these activities, and the potential for wildlife conflicts have been proven to be too great. Providing pathways and

encouraging people to hike and bike there will be perceived as an indication that it is safe to do so and will likely lead to disastrous consequences - for

wildlife and people who cannot be trusted to "obey the rules." Providing a vehicular cap, together with a mandatory LSR shuttle service as suggested

above, are the best ways to effectively provide appropriate opportunities for visitors to use, experience and enjoy the area, while protecting Park resources.

Thank you for your transparent, science-based and participatory planning process, and the steps the Park has taken to discourage the use of Moose-Wilson

Road as a transportation corridor. Please adopt Alternative C with my suggested improvements.

Correspondence ID:

3120 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I would like the plan to promote fewer cars and more bikes. I do not think a separate bike path is necessary, however. I think it would

impact the surrounding landscape too much if a separate path were built. I wish the action alternatives did not provide for paving, as this always results in

vehicles exceeding the speed limit. I am in favor of decreasing the speed limit. I do not want bike traffic to be limited, but i do think it is appropriate to

limit vehicle traffic.

Correspondence ID:

3121 Project:48252 Document: 68894

Name:

Detwyler, Carl M

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I have lived in Jackson for 28 years and have seen a steady increase in the use of the Moose Wilson Road. I ride my bicycle on the

road frequently and have seen many different wild animals on or near the road. The road is in prime wildlife habitat. I support the option that has the least

impact on wildlife (minimizes the chances of animal/vehicle collisions) and has limited new construction of paved areas. I think the speed limit needs to be

lowered, the number of vehicles limited, and the road needs to be re-located to the east side of the beaver ponds.

I would prefer no private vehicles on the road, but realize this is almost impossible, but I think making the traffic go in one direction only would ease

vehicle congestion.

Thank you for your consideration.

Correspondence ID:

3124 Project:48252 Document: 68894

Name:

Bennett, Tom

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Where is the Bike Path! Seriously. The loop is almost completed. Grand Teton National Park already has 20 (?) miles invested, and

you're going to stop now? I don't get it.

Simply put, the plan is terrible. It's a monument to government stupidity. No bike path, and you're restricting the road to 200 cars? GTNP had record

attendance this summer, and your response is to restrict access? That doesn't make sense. Stop living in the past. Jackson Hole is crowded. It's busy. That's

never going to end. By restricting access, all your doing is losing support for the National Park system. You should be channelling people so that they can

enjoy the Park, while not pressuring delicate ecosystems. Move the road down into the sagebrush, and convert the existing road to a bike path.

Cheers

Tom Bennett

Correspondence ID:

3126 Project:48252 Document: 68894

Name:

Metten, Josh

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Wyoming Wilderness Association Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,29,2016 22:04:04

Correspondence Type:

Web Form

Correspondence: To Whom it May Concern:

Thank you for the opportunity to review and comment on the Grand Teton National Park (GTNP) Moose-Wilson Corridor Comprehensive Management

Plan (MWCCMP). The Wyoming Wilderness Association (WWA) would like to thank the National Park Service (NPS) for their diligence in analyzing

decades of data on traffic, wildlife activity, cultural resources, and purpose of use in the corridor. Though Alternative 3 attempts to find a balanced solution

which benefits park visitors year-round, more is needed to meet the park's mission to protect park resources for future generations. The following

comments are submitted on behalf of the Wyoming Wilderness Association, with offices across the state of Wyoming, including Jackson. Representing

over 700 constituents across the state and country, the mission of WWA is to protect Wyoming's public wild lands.

The Moose-Wilson corridor is a treasure worth protecting. At the southernmost location of the Greater Yellowstone Ecosystem, the corridor represents one

of the largest intact ecosystems left on earth, with some of the highest biodiversity in North America. A diverse trail system provides ample year-round

recreation access to experience the corridor or even venture deeper into the Tetons, past glacial lakes and wildflower meadows. Opportunities for solitude

can be found in and around the over 1650 acres of potential wilderness, which comprises 1/6th of the entire corridor. It was within this area that

conservationists Mardy and Olaus Murie met with members of the Wilderness Society to write the 1964 Wilderness Act. Most recently, the donation of the

Laurance S. Rockefeller Preserve to GTNP secured a legacy of conservation. According to the preserve's easement, it is "intended to inspire appreciation

and reverence for the beauty and diversity of the natural world, to demonstrate the importance of protecting the land while providing public access and to

foster individual responsibility for conservation stewardship."

The Preferred Alternative takes many measures to protect the outstanding values of the Moose-Wilson Corridor. We support efforts made to meet the NPS

mission to "preserve unimpaired the natural and cultural resources and values of the National Park system for the enjoyment, education, and inspiration of

this and future generations." Lowering the speed limit of the road will have beneficial effects on the soundscape and safety of the corridor. A reduction in

decibel levels emanating from the road will provide measurable increases in the solitude quality of wilderness character within nearby proposed wilderness.

Limiting traffic to 200 vehicles will also protect solitude and wilderness values by restricting use in the corridor. This was the vision of the LSR preserve

and respects the wilderness legacy of the Murie Center. The prohibition of taxi's in the corridor meets the NPS mission while increasing safety and

opportunities for visitor experience. The preferred alternative takes steps to support these outstanding values of the Moose-Wilson Corridor but must go

further. To protect proposed wilderness, honor the legacy of the Muries' work to protect wild places, and meet the management objectives of the Laurance

S. Rockefeller Preserve we encourage the NPS to improve Alternative C to include the following.

Wilderness Character

Over 1650 acres, or 1/6th of the Moose-Wilson corridor lie within potential wilderness, and according to the GTNP website, "These areas are managed to

protect the wilderness character qualities including natural, untrammelled, undeveloped, and opportunities for solitude or primitive and unconfined

recreation" (NPS 2013:1). Alternative C should be improved to better protect wilderness character in the corridor. First, parking at Death Canyon should be

further reduced from the current proposal to 60 spots as proposed in alternative B. The DEIS states "The corridor is rich with stories of wilderness,

preservation, and solitude. The small numbers of desired visitor congregations perpetuate the stories of the Murie and Rockefeller families. These stories

ground and give meaning to the current visitor experience in the corridor" (DEIS, 90). The Laurance S. Rockefeller Preserve Property Maintenance Plan

outlines similar visitor experience goals. As such, parking should not be expanded anywhere in the corridor, including Granite canyon. We recognize that

the park has a need to concentrate use in many areas of the park such as Jenny Lake and Cascade Canyon, which also allows it to limit use to protect the

visitor experience in others. Limiting use in the corridor by reducing parking spaces will help meet the NPS' own criteria and protect the above wilderness

qualities.

Though we thank the NPS for their consideration of a 200 vehicle cap within the corridor, this number should be further reduced. Despite reductions in

parking spaces, visitors often expand parking areas by moving barricades and parking on roadside vegetation. Reducing the vehicle cap within the corridor

would help alleviate this issue, help mitigate wildlife conflict, and protect wilderness values within the corridor, all of which are desired conditions within

the DEIS. The NPS should also expand the creation of parking barriers and articulate ways to increase roadside vegetation to discourage roadside parking.

Road Improvements

We support the decrease in speed limit to 20 miles-per-hour and the elimination of taxi service in the corridor. In addition to increasing safety for motorists,

pedestrians, bicyclists, and wildlife, the decrease in speed will lead to a lower decibel level emanating from the road. The parks desired conditions for

Natural Soundscapes and Acoustic Resources states "Only natural sounds are audible in wilderness and other backcountry areas, except for short duration,

infrequent, human-caused sounds" (DEIS, 34). To ensure the speed limit is followed, the preferred alternative should include road engineering measures

including speed dips, maintenance of roadside vegetation to create friction, road design and other features which are proven to cause declines in speed. A

change in speed limit alone is unlikely to lead to enough compliance to meet the desired condition.

As queuing occurs on either end of the corridor, we would like to see an idling ban enacted to protect air quality and soundscapes in and around the park.

Visitors come from all over the world to experience the clear skies and clean air of Jackson Hole, regulations to ensure idling does not occur must be

drafted and enforced.

A shuttle system has been proposed to address some of the air quality, transportation, and climate change issues pertaining to the corridor. WWA would

support such a proposal if it also included limits on individual users in the corridor. This would help meet the Indicators and Thresholds listed on pages 89-

90 of the DEIS "Peak Levels of Use on Trails" and "People at One Time at Key Destinations" As already stated, concentrated use is already occurring in

other areas of the park and use in the Moose Wilson Corridor must be limited to protect park goals, wilderness values, and the ecosystem.

Process

We appreciate the thoughtful scientific analysis which preceded the release of this DEIS and preferred alternative. Alternative C rightly limits use in the

corridor to meet the NPS mission to "preserve unimpaired the natural and cultural resources and values of the national park system for the enjoyment,

education, and inspiration of this and future generations." The NPS must articulate how it will effectively meet these limits in order for them to be

effective.

The Wyoming Wilderness Association would like to thank the National Park Service for their diligence in analyzing decades of data on traffic, wildlife

activity, cultural resources, and purpose of use in the corridor. Though Alternative 3 attempts to find a balanced solution which benefits park visitors year-

round, more is needed to meet the park's mission to protect park resources for future generations.

Thank you for your consideration.

Sincerely,

Josh Metten

Bridger Teton Community Organizer

Wyoming Wilderness Association

Jackson, WY

References

National Park Service, Grand Teton National Park. 2013. Envision the Future of the Moose- Wilson Corridor. Scoping Notice. December 6, 2013. Moose,

WY.

Correspondence ID:

3127 Project:48252 Document: 68894

Name:

Labelle, Ernest

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I support the Preferred Alternative as a reasonable and sound management approach for the Moose Wilson Corridor.

Correspondence ID: 3128 Project:48252 Document: 68894

Name: Condrat, Wendy

Address: Ranchester, WY 82839

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,29,2016 00:00:00

Correspondence Type: Web Form

Correspondence: Please honor the desires of the Rockefellers and Mardie Murie to preserve this fragile ecosystem by controlling the traffic and

facilities for parking and speed limit reduction. There are too few areas of such high environmental value in our parks to despoil the Moose Wilson

Corridor.

Correspondence ID:

3129 Project:48252 Document: 68894

Name:

Mahan, James

Address:

Rawlins, WY 82301

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Grand Teton National Park's (GTNP) Moose-Wilson corridor is a treasure worth protecting. At the southernmost location of the

Greater Yellowstone Ecosystem, the corridor represents one of the largest intact ecosystems left on Earth, with some of the highest biodiversity in North

America. A diverse trail system provides ample year-round recreation access to experience the corridor or even venture deeper into the Tetons, past glacial

lakes and wildflower meadows. Opportunities for solitude and other wilderness qualities can be found in and around the over 1650 acres of potential

wilderness, which comprises 1/6th of the entire corridor. It was within this area that conservationists Mardy and Olaus Murie met with other members of

the Wilderness Society to write the 1964 Wilderness Act. Most recently, the donation of the Laurance S. Rockefeller Preserve to GTNP secured a legacy of

conservation. According to the preserve's own easement, it is "intended to inspire appreciation and reverence for the beauty and diversity of the natural

world, to demonstrate the importance of protecting the land while providing public access and to foster individual responsibility for conservation

stewardship." The preferred alternative takes steps to support these outstanding values of the Moose-Wilson Corridor but must go further. To protect

proposed wilderness, honor the legacy of the Muries' work to protect wild places, and meet the management objectives of the Laurance S. Rockefeller

Preserve the park should further reduce activity in the corridor, especially during periods of high wildlife use such as the fall. Specifically, parking spaces

in the corridors should be further reduced, especially around the Death Canyon. Significant recent cultural resource discoveries that represent prehistoric

over-winter habitation of the corridor must remain protected from additional development. The safety of pedestrians, bicyclists, motorists and wildlife

would be improved from the current conditions through a paved road, a lower speed limit of 20 mph, limiting traffic in the corridor, and prohibiting taxis.

To ensure these safety features are effective, the park should take steps to engineer the road to physically slow down drivers by including speed bumps and

reducing any unnecessary thinning of roadside vegetation. I support the preferred alternative as a reasonable and sound management approach for the

Moose-Wilson Corridor.

Country

"

Correspondence ID:

3131 Project: 48252 Document: 68894

Name:

Rauch, Susan P

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing to support Alternative C of the DEIS for the Moose-Wilson corridor. I believe this option allows for public enjoyment of

this magical area while protecting its unique and spectacular wildlife habitat to the extent possible in this day and age.

Bear, moose, elk, waterfowl and other animals and birds populate this area, and every effort should be made not to disturb them further by introducing a

bike path or taking steps to encourage more vehicles to pass through this corridor.

Speed limits should be reduced, and the road should not be plowed for use in the winter except by walkers, snowshoers and walkers.

I support steps to discourage cars and taxis from using the road passing through the corridor as a means to get to the airport from Teton Village or the West

Bank when the road is plowed, and I think it is reasonable to introduce a limit to the number of vehicles that can be in the corridor at any one time.

I am grateful to the NPS for their work on this plan and the opportunity to comment on it.

Thank you.

Susie Rauch

Correspondence ID:

3132 Project:48252 Document: 68894

Name:

Baker, Jessica

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I strongly disagree with the current proposal for the Moose-Wilson Road. First, I think a bike path is needed and should be

reconsidered. Secondly, limiting cars on the road will only create traffic jams (and idling cars) in other places. And what about the locals commuting to

work via the Moose-Wilson road into the park from Teton Village/Wilson etc, are they to be expected to drive an additional hour back around the other

way?

I think seasonal closures of the road for wildlife when needed is a good thing, but shutting down the road to a limited number of people and disregarding

the public's wishes to have a bike path is not a good idea.

Please reconsider your current preferred plan, as it does not actually align with what most people are hoping for.

Thank you for your consideration.

Sincerely,

Jessica Baker

Correspondence ID:

3133 Project:48252 Document: 68894

Name:

wise, doreen j

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: January 29, 2015

Good morning.

This letter is to confirm my support for your selection of Alternative C as the solution for the Moose-Wilson Road. I oppose the addition of a bike path

and/or increased commercial traffic on this road.

My husband and I are residents of Jackson, living close to the Moose-Wilson Road. It is our sanctuary. It would be such a loss if this remarkable roadway

was unwittingly disrupted because of pressures from one business interest or any one recreational group.

The Moose-Wilson Road is magical and serene, a treasure of the wilderness accessible to all of us. I have walked and seen unique birds; last fall we saw

piles of steaming scat, and within minutes came upon a huge bear! We have hiked the trails crossing the road and sensed wildlife all around us...

This winding road is a magical place for humans to unwind as we touch nature so very close to home. Current traffic already creates almost too much

pressure for the wildlife, and the park service workers who protect it. My fear is commercial traffic and cyclist traffic would push the fragile balance over

the edge. Further pressure on wildlife places in jeopardy not only that wildlife and park visitors, but further increases the risk that the road will be closed to

us more frequently or even permanently. What a shame!

I believe the citizens of Teton County have committed strenuously to cyclists-there are miles and miles of paths here- and adding yet another "summer only" bike on this treasure of a road is just not necessary or prudent.

Please stand firm on Alternative C - along with controlled limits on vehicles and no bike path.

I am grateful for the opportunity to share my thoughts and comment on this proposal.

Keep up the good work!

Doreen James Wise

155 Stinnett Drive

Jackson, WY 83001

832-275-9538 cell

Correspondence ID:

3135 Project:48252 Document: 68894

Name:

Lish, Christopher

Address:

San Rafael, CA 94903

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Saturday, January 30, 2016

Subject: I support Alternative C of the Grand Teton National Park Moose-Wilson Draft Environmental Impact Statement

Dear Superintendent Vela,

As a supporter of national parks and wildlife, I believe the National Park Service's preferred plan best protects the Moose-Wilson Road Corridor and

request that you choose Alternative C as your approach to future management. Alternative C balances wildlife protection with public use and enjoyment.

Grand Teton is one of our most iconic National Parks, and so protecting and understanding the values and experiences of all visitors must be taken into

consideration.

"There can be nothing in the world more beautiful than the Yosemite, the groves of giant sequoias and redwoods, the Canyon of the Colorado, the Canyon

of the Yellowstone, the Three Tetons; and our people should see to it that they are preserved for their children and their children's children forever, with

their majestic beauty all unmarred."

- Theodore Roosevelt

Increased vehicle traffic has diminished the visitor experience and is having a negative effect on wildlife that rely on the Moose-Wilson Road Corridor.

The Moose-Wilson corridor is prime habitat for grizzly bears, and I would like to see preventing conflicts between people and bears a high priority. I

support the Park's previous efforts to close the road during times of grizzly bear activity.

"We should boldly ask ourselves whether we want the national parks to duplicate the...entertainments of other resorts, or whether we want them to stand for

something distinct...in our national life."

- Col. J.R. White, former Sequoia National Park Superintendent

The road can safely serve as shared use for cyclists and automobiles. Please manage and minimize vehicle traffic as outlined in your plan and reduce the

speed for all. This ensures that grizzly bears, moose, and other wildlife are protected while also ensuring a high quality visitor experience. A separate

pathway for cyclists is not needed for Moose-Wilson road.

"In permitting the sacrifice of anything that would be of the slightest value to future visitors to the convenience, bad taste, playfulness, carelessness, or

wanton destructiveness of present visitors, we probably yield in each case the interest of uncounted millions to the selfishness of a few individuals."

- Frederick Law Olmstead, 1865

The preferred plan for future management of the Moose-Wilson Road Corridor is a step in the right direction, but still more could be done. Moose-Wilson

road is a journey through amazing scenic beauty and great wildlife habitat. Therefore, throughway taxis and other commercial enterprises not related

should not be permitted on the primitive road, with commercial uses focusing on enjoying and preserving the area's wildlife, scenic, and historical values. I

encourage the Park Service to complete an analysis of small-scale park transit options that could be utilized in the corridor.

"Our duty to the whole, including to the unborn generations, bids us to restrain an unprincipled present-day minority from wasting the heritage of these

unborn generations. The movement for the conservation of wildlife and the larger movement for the conservation of all our natural resources are essentially

democratic in spirit, purpose and method."

- Theodore Roosevelt

Grand Teton is a gift cherished by both the residents of Wyoming and people across the United States, and it is our responsibility to protect these precious

resources for all of us and for future generations. Please protect wildlife and natural resources as your top priority while adopting a plan that allows visitors

to continue to use and enjoy the corridor by choosing the environmentally preferred Alternative C. Thank you for your good work to protect this special

place.

"A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community. It is wrong when it tends otherwise."

- Aldo Leopold

Thank you for your consideration of my comments. Please do NOT add my name to your mailing list. I will learn about future developments on this issue

from other sources.

Sincerely,

Christopher Lish

San Rafael, CA

Correspondence ID:

3136 Project:48252 Document: 68894

Name:

Edge, Erin D

Address:

Missoula, MT 59802

United States of America

Outside Organization:

Defenders of Wildlife Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,30,2016 08:32:55

Correspondence Type:

Web Form

Correspondence: January 30, 2016

Grand Teton National Park

Attn: Moose-Wilson Planning Team

P.O. Drawer 170

Moose, WY 83012-0170

Submitted electronically at go.nps.gov/mwplan

Dear Planning Team,

Thank you for the opportunity to provide comments on the Moose-Wilson Corridor Draft Plan/EIS. We submit the following comments on behalf of our

more than 1,200,000 members and supporters nationwide. Defenders of Wildlife (Defenders) is a national non-profit conservation organization founded in

1947 focused on conserving and restoring native species and the habitat upon which they depend.

Defenders largely supports the National Park Service's Preferred Alternative C. The Moose-Wilson Corridor (MWC) is a highly valued treasure for both

visitors and residents. We recognize that maintaining the ecological integrity of the MWC while balancing the needs of residents and visitors is

challenging, particularly given its proximity to the urban population center of Jackson, Wyoming. Increasingly this region is witnessing development

pressure south of Grand Teton National Park (GTNP). With this pressure comes the push to increase recreational and access opportunities. We urge GTNP

to resist this pressure and to be cautious when considering any plans for the corridor that may be contrary to the purposes of GTNP to "protect wildlands

and wildlife habitat within the Greater Yellowstone Area." GTNP should remain grounded in preservation rather than cater to requests for increased access and recreational amenities within the corridor.

Grizzly bears have now recolonized and frequent the MWC. Roads have been shown to increase mortality of grizzly bears, cause area avoidance and

fragment grizzly bear habitat (Kasworm & Manley, 1990; Mace, et al. 1996; Proctor, et al. 2012). GTNP must take into consideration impacts to grizzly

bears of any potential improvements to the roadway such as increased vehicle traffic and increased speed at which vehicles travel along the road. We

support systems that control visitor access to the MWC during peak times such as the queuing system proposed in Alternative C and we are encouraged to

see that Alternative C includes reducing the speed to 20 mph along the corridor. This could be further reinforced by ensuring that the road is engineered for

a reduced speed.

Realignment of the road away from the riparian area near Sawmill Ponds as proposed in Alternatives B and D would be beneficial to wildlife, particularly

grizzly bears. However, we recognize GTNP's reasoning behind preserving archeological site 48TE498 as proposed in Alternative C and therefore support

the fact that the road will not be realigned if the Alternative C is chosen.

We are strongly opposed to a separate paved pathway as proposed in Alternative D as we feel this would broaden the impact to the area and increase

conflicts between wildlife and people, particularly grizzly bears. We echo the past concerns stated by Chris Servheen, Grizzly Bear Recovery Coordinator

(DEIS, P. 322):

"These pathways will increase the probability of bear-human encounters along with moose-human encounters and will effectively widen the human

disturbance zone of the highway corridor into adjacent currently undisturbed habitats...I am also particularly concerned about the Moose Wilson road

corridor, in the SW corner of the park, where excellent bear habitat exists, black bears occur at high density, but at this time grizzly bears are mostly absent

or at low density. A separated pathway there will have impacts on black bears, moose and other wildlife and will eventually involve grizzly bear impacts in the near future..."

In addition, a multi-use pathway that is separated from the road as proposed in Alternative D would not only increase the potential for bear-human impacts

but would also create a much larger impact footprint. Bicyclists moving along a well maintained bike path can travel quickly and quietly resulting in

sudden encounters between bicyclists and grizzly bears. The sudden encounter is the most common situation associated with grizzly bear-inflicted injury

(Herrero, 1990). The separation of the pathway from the road would hinder wildlife movement across the corridor and may result in wildlife temporarily

being "caught" between the road and the path with people on both sides, for example during a "bear jam.". This could prove dangerous for both wildlife

and people viewing wildlife in the MWC. The Human-Bear Interaction Risk Assessment that was prepared for GTNP for this planning process also stated

that a multi-use pathway as proposed in Alternative D is not recommended and raised concern about a pathway separated from the road (MacHutchon

2014). It is important that GTNP take into account the potential for increased grizzly-human conflict and the potential for additional grizzly bear mortality

when choosing a final alternative.

In Conclusion

Grant Teton National Park has presented a thoughtful preferred Alternative C that Defenders largely supports. The final EIS should preserve the purposes,

fundamental resources and values of Grand Teton National Park and we believe that Alternative C goes a long way to balance the needs of those that use

the corridor with ecological integrity. The MWC provides an inherently unique opportunity for visitors to experience what makes Grand Teton and the

surrounding Greater Yellowstone Ecosystem one of the truly rare wild places remaining. It should be conserved as such for future generations to

appreciate. Thank you for the opportunity to comment.

Sincerely,

Erin Edge

Rockies and Plains Representative

259 W. Front St.

Suite B

Missoula, MT 59802

406-728-8800

Citations:

Herrero, S. and S. Fleck. 1989. Injury to People Inflicted by Black, Grizzly or Polar Bears: Recent Trends and New Insights. International Conference on

Bear Research and Management 8: 25-32

Kasworm, W. F., T. L. Manley. 1990. Road and Trail Influences on Grizzly Bears and Black Bears in Northwest Montana. International Conference Bear

Research and Management 8:79-84.

Mace, R. D., J. S. Waller, T. L. Manley, L. J. Lyon, and H. Zuring. 1996. Relationships among grizzly bears, roads, and habitat use in the Swan Mountains,

Montana. Journal of Applied Ecology 33:1395-1404

MacHutchon, A. G., 2014. Human-Bear Interaction Risk Assessment for the July 2014 Moose-Wilson Corridor Management Plan Alternatives. Prepared

for Grant Teton National Park.

National Park Service, U.S. Department of the Interior. 2006. Grand Teton National Park Transportation Plan. Final Environmental Impact Statement.

Proctor, M. F., D. Paetkau, B. N. McLellan, G. B. Stenhouse, K. C. Kendall, R. D. Mace, W. F. Kasworm, C. Servheen, C. L. Lausen, M.L. Gibeau, W. L.

Wakkinen, M. A. Haroldson, G. Mowat, C. D. Apps, L. M. Ciarniello, R. M. R. Barclay, M. S. Boyce, C. C. Schwartz, C. Stombeck. 2012. Population

fragmentation and inter-ecosystem movements of grizzly bears in western Canada and the northern United States. Wildlife Monographs 180:1-46

Correspondence ID:

3138 Project:48252 Document: 68894

Name:

Stevenson, Alice J

Address:

Victor, ID 83455-4502

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 10:35:16

Correspondence Type:

Web Form

Correspondence: I think the plan for limiting autos in the corridor by way of a one-in, one-out policy is seriously flawed-not only for the present, but

also thinking of the future when there will be even more people and more traffic, due to an increase in population in the surrounding area as well as tourists

from farther away.

I would like to share a pertinent experience that my husband and I had at the southern gate to the Moose-Wilson Corridor in the summer of 2015. As we

were approaching the gate, there was a fairly long queue of cars. After awhile it became apparent that the queue wasn't moving, so we turned off our car's

engine. But then the queue would move a bit and everyone would move up, necessitating starting the car again. This happened several times, but with long

gaps between any forward movements-not the usual pattern as one waits for other cars to show their ID and get park information, and the movement was

sometimes several car lengths. It took us 20 minutes to reach the check station, where we breezed through by showing our park pass and ID; we didn't stop

to ask what the hold-up had been, as there were still many cars behind us.

It deeply troubles us to think of this sort of stop-and-start scenario at both the north and south gates to the corridor, and all the air pollution it would cause.

There are also several other reasons that this one-in, one-out plan seems like a poor option, but I know you have heard those comments from many others. I

mostly wanted to share our personal perspective and ask the NPS to re-consider the traffic control part of the plan.

That reconsideration should certainly include looking at mass transit, either instead of personal motorized vehicles, or in some combination with private

vehicles. We have used the public transit options to Bear Lake in Rocky Mountain Park, the tour bus in Denali National Park, as well as from the

campground to the Narrows in Zion National Park. We have found those systems to work well. Because of the bus transit on the road to the Zion Narrows,

that road is safe and enjoyable for cyclists. One day we rode the bus and made various stops for hiking, as well as appreciating the information about what

we were seeing presented during the bus ride. Another day we rode our bikes from the campground to the Narrows, free from worries about traffic.

I am sure there are other examples within the National Park Service that might provide insight into developing a transit plan appropriate for the Moose-

Wilson Corridor. A plan might include public transit provided by the NPS, as well as commercial sightseeing tours in vans. People should be able to get on

and off the bus at appropriate specified spots, but should not be allowed out of the bus at other places because wildlife has been spotted. In those cases, the

bus should stop to allow viewing and photography through the windows. There should also be through-shuttles that make no stops, so that people can get

more quickly to the other end of the corridor where their car has been parked.

As someone who recently had a bad bike crash caused by a truck driving too fast and too close, safe cycling away from traffic is very important to me. I

love pathways, but I do not think a pathway is appropriate in this corridor. Enforcing a low speed limit and using mass transit would, in combination, make

cycling much safer. People will certainly continue to bike through that corridor even without a pathway, since it does make a wonderful circle route using

existing pathways in the Jackson area.

Sincerely,

Alice Stevenson

Correspondence ID:

3140 Project:48252 Document: 68894

Name:

Luciano, Kathy

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Grand Teton National Park officials,

"If the parks and wilderness areas are to preserve anything, even at the cost of unpopularity, it must be this:the possibility of contact with wild forms of

being."

TEEWINOT by Jack Turner

Unarguably, Grand Teton National Park's most outstanding resource is its wildlife. These wild creatures, large and small, survive in a sublimely beautiful

landscape which, often to their detriment, draws an increasing number of human visitors and residents, both inside and adjacent to the Park. Inevitably,

interests clash.

Please remember, as you weigh all submitted comments on the Moose-Wilson Road issue, that you were established to conserve that wildlife and its scenic

habitat -- first, foremost and forever. Of course, you are also to enable visitors to enjoy the park, but only as long as they respect it and its wild animals.

Visitors and their recreational desires come second in National Parks. Let's keep it this way.

And, while you may choose to partner with various private or public organizations, you have no legal obligation to compromise. You do not exist to bolster

the local economy or solve regional transportation problems, especially when doing so would mar the natural setting of the Park. You are charged, among

other duties, with protecting a grizzly feeding, whether on hawthorn berries or an elk carcass, from interfering humans getting too close for whatever

motive. Please stick to your mandate.

Personally, I would prefer that the Moose-Wilson Road not be paved, did not include an additional bike path and be gated on both ends, with thru-traffic

reserved for emergency and Park vehicles only. Since that is not a current alternative, I support alternative C, your plan of choice. The Park belongs to all

of us, but you are empowered to protect it and its wild animals, which cannot vote and cannot send you a comment. Please, keep that in mind as you

proceed.

With loving respect,

Kathy Luciano

Correspondence ID:

3141 Project:48252 Document: 68894

Name:

Pilafian, Peter

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 12:28:29

Correspondence Type:

Web Form

Correspondence: January 29, 2016

To: Grand Teton National Park Supervisor and local Teton County officials:

Re: Proposed changes to the Moose-Wilson transportation corridor.

Dear Sirs:

First I want to commend the Park Management team not only for their deep concern for protecting and preserving the natural values that provide the heart

of our National Park system, but also for the detailed and elaborate analysis of issues and acceptance of public input.

However, I do want to share with you some of my concerns about your preferred alternative "C".

There is a serious dis-connect in turning a blind eye toward the inclusion and expansion - inside GTNP - of a very busy commercial and private jet airport

with many negative impacts, and the microscopic level of perceived habitat and visitor protection which has driven your choice of alternatives on the

Moose-Wilson corridor project.

I strongly object to your preferred alternative "C" on grounds that it does not serve the mission of the National Park as established in the act of March 1,

1872: "For the Benefit and Enjoyment of the People." In fact, the preferred changes not only are a dis-service to the public enjoyment of the park, but will

provoke a serious increase of environmental impact due not only to idling time while waiting for the quota to open up, but also the many, many more

accumulated vehicle miles driven by people who feel forced to go the long route through town.

Bicycles do not pollute. Vehicles do. The uncertainty of access will cause most people, especially local residents, to use the "other" route, thus increasing

traffic through town (already quite congested) and burning more gas along the way.

Furthermore, it seems disingenuous to hide the secret archeological site which is apparently the main roadblock for re-routing to the east, from public view,

now or ever. It also seems disingenuous to conceal the fact that your preferred alternative is much, much less expensive, by a very large number, than

rebuilding to the east. In this era of tight budgets, why cant you be honest and just tell the public that you don't have the money to do it any other way?

Perhaps a private/public fund could be put up by those who prefer alternative "D".

Clinging to a very old access road, which has been in place long before the National Park was established, should at the very least confirm the use of that

route as a transportation corridor, NOT to be confused with a privileged and restricted way for a few lucky or patient visitors from out of town to get an up

close and personal look at a few bears or moose from inside their vehicles.

By removing this narrow, very old roadway from the sensitive portion against the hill, where it impacts beaver ponds, moose habitat, and does not well-

serve the contemporary flow of traffic, there will be less wildlife impact, less need for Park Ranger policing and in-person traffic control, and greater

opportunity through the use of viewing platforms, for the public to appreciate the natural flora and fauna. This is why I favor Alternative "D".

In 2007, the southern portion of a pathway system extending to LSR was approved in the GRTE Transportation EIS. Careful pathway design will address

the concerns with both wildlife resources and minimizing impacts to scenic resources for park visitors in motor vehicles. The park should follow through

with the proposal in Alternative D to shift the road section out of the current location, which the NPS document states "...possesses some of the most

diverse wildlife habitat in the entire corridor" (p. 179). The NPS should move the road east of the prime wetland to a significantly less sensitive location, as

proposed in Alternative D, and align the separated pathway adjacent to the realigned road.

In addition, lengthening access to the rather demanding trails and rock-climbing routes of Death Canyon, as described in the preferred alternative "C", will

effectively make it impossible for many visitors to safely get in and out during the course of a day. I predict more rescues would occur, and more visitors

would be stranded while attempting one-day crossings of the range, again creating a safety risk and more problems and rescues.

Thank you for taking the time to digest my comments. I am a long-time resident of Wilson, and have been using and enjoying the Moose-Wilson corridor

for 4 decades. I have been dismayed by the increased congestion and traffic on that road. I do believe that prohibiting purely commercial transportation

such as taxi cabs, is a good idea. Yet I definitely do not see a situation that requires such extreme and dire measures as closing the road or imposing an

arbitrary quota on the number of vehicles or the number of people using that road.

However, I do think that this decision 'C' may have been too strongly influenced by people whose lives are generally based in town or in Moose., and not

on the west side. For that town-centric portion of our population, the practical and common access to GTNP is simply to go up the highway from town to

Moose. May I point out that this heavily-used highway is almost entirely within the National Park, and yet it has been allowed to develop as a major

thoroughfare, used for commerce, for airport access, for golfing, for trucking, etc.

The Park needs to consider regional transportation impacts of actions taken n Moose-Wilson, a topic which was not addressed in this dEIS. It is clear that

NEPA requires addressing significant issues like this, and there is no justification why the park choose not to study the traffic changes whatsoever. Moose-

Wilson Corridor is part of Grand Teton National Park, not a National Park unto itself.

To summarize: I do not support the preferred alternative "C". I do very strongly support alternative "D" with its completed bike pathway, and its respect for

greater protection of the natural wildlife activity against the hill where the current roadway intrudes.

Respectfully yours,

Peter Pilafian

Wilson, WY

Resident since 1975

Correspondence ID:

3142 Project: 48252 Document: 68894

Name:

Sobey, Doug G

Address:

Moran, WY 83013

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 12:47:04

Correspondence Type:

Web Form

Correspondence: I am a long-term resident of Pacific Creek in Teton County. Grand Teton National Park is adjacent to my property. Consequently, I

am very familiar with the issues concerning the Moose-Wilson corridor. I have the following comments on the Moose-Wilson Corridor Draft

Comprehensive Management Plan.

First of all, I fully support the preferred alternative, Alternative C, as the best plan put forth in all the alternatives for the management of the Moose-Wilson

corridor. However, I do feel that Alternative C could be improved in the following ways:

I support the reduction in vehicles using the road with a 200 vehicle cap at any one time and reducing the speed limit to 20 MPH. To help implement this

lower speed limit, I recommend that speed bumps are also placed in the road. They are the most effective way to slow down traffic and increase safety of

all users, including pedestrians and cyclists.

The Moose-Wilson Road is not a transportation corridor. It is part of a National Park with critical habitat for wildlife. It is the National Park's mandate to

protect these natural resources, not only for this generation, but all generations to come.

If other interests want a transportation corridor, they should propose the so-called North Bridge alternative (south of the Park Boundary) or improvement of

Spring Gulch Road. They should not be promoting the destruction of critical habitat and the disturbance of wildlife in a National Park. The "North Bridge"

alternative and the improvement of Spring Gulch Road have all been dismissed for political reasons. The National Park should resist the demands by

certain groups to make the Moose-Wilson road a transportation corridor. There are other alternatives to improve transportation to and from the airport from

Teton Village without going through the Town of Jackson or the National Park.

I also fully support NOT building a separate pathway for cyclists and pedestrians. The reduction to 200 cars at any one time and the reduction in maximum

speed limit will provide adequate measures to provide for the safety of pedestrians and cyclists. These safety measures would be enhanced with speed

bumps. A separate pathway will cause an unacceptable loss of critical wildlife habitat and increase disturbance of wildlife. Habitat loss and wildlife

disturbance are the principal causes of wildlife population declines and must be resisted at all costs by the National Park. It is a complete red herring to say

a separate pathway is safer. A separate pathway will create additional safety concerns due to the increased likelihood of a close encounter with wildlife,

particularly moose and bears. As a local resident, I have seen visitors all too often have close encounters with "dangerous" wildlife or approach them too

closely. By and large, they seem completely unaware of the dangerous risks they are taking by approaching wildlife too closely and that they are disturbing

the wildlife which can have negative consequences on their ability to survive. The Wildlife Brigade currently do a great job trying to make sure people do

not get too close to wildlife. They would not be able to do this as effectively on a separate bicycle and pedestrian pathway. Making the existing road safer

by reducing overall traffic amounts and reducing speed limits will effectively remove the safety concerns of a separate pathway and reduce the disturbance

of wildlife and loss of habitat.

In order to help reduce the traffic, I would also recommend the National Park implement a mandatory shuttle system for visitors going to LSR and the

trailheads. This is not without precedent. Other National Parks, such as Zion, have banned personal vehicle traffic and implemented shuttles in order to

reduce the congestion caused by too many personal vehicles. These shuttle systems are effective and have been very successful in reducing the negative

impacts caused by too many vehicles on the Park roads.

In closing, I would, once again, express my full support for Alternative C. It is the best compromise of all the alternatives. It is science-based and best

fulfills the National Park mandate to protect its natural resources. I would urge you to resist all political pressures that aren't science-based to adopt another

alternative.

Please adopt Alternative C.

Thank you for this opportunity to submit my thoughts and comments.

Correspondence ID:

3143 Project:48252 Document: 68894

Name:

N/A, N/A

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: As a part time valley resident since the 80's, I have always treasured the abundance of wildlife in the southern end of the park. I for

one would prefer sticking with Option A, leaving things as they are, but understand that is an unlikely outcome. . It disturbs me greatly to read that the

"bicycle lobby" is raising the spectre of legal action to force or even influence the park to include a "multi-purpose" path in its recommendation, and I am

grateful that the Park, the county and the town of Jackson are at least endorsing Option C, which does not include a new pathway.

My concern about option C centers around two elements: Cars queued at the Park Entrance could foul up the air with their exhaust, unless the Rangers

were very conscientious about forbidding them to keep engines running, even on hot days. Secondly, will the improved and paved roadway lead to cars

driving much faster through this region where the wildlife are so abundant? If this is not strictly enforced, it seems inevitable that there will be greater risk

of injury and death to the moose, elk, bears and deer population that inhabits that part of the park.

In conclusion, while my strong wish is that you change nothing, please please please do NOT let yourselves be swayed by the lobbyists for the business

interests in Teton Village or the bicycle lobby who are clearly more concerned with their own self-interest than that of the extraordinary biodiversity of the

southern end of GTNP. If you cannot bring yourselves to choose Option A, go with Option C

Thank you.

Received:

Jan,30,2016 13:00:37

Correspondence Type:

Web Form

Correspondence: My name is Peter Seligmann. My family, which includes 12 nieces and nephews and their respective parents, owns a bit more than 10

acres immediately east of Poker Flats, just north of the southern entrance to the park. Our parents purchased this property in the late 60's. As a family we

are determined to ensure that our health and our legal rights are not impeded by the solutions. As a family we have dedicated our lives to the conservation

of the park, including donating a conservation easement over the property to the Jackson Hole Land Trust.

We are deeply concerned about the potential consequences of the vehicular holding area being proposed for access into the southern entrance to the park.

We are not writing to oppose the concept of a limit of 200 cars on the road at any time. We are writing to inform you that a parking lot and waiting line of

gasoline powered cars and trucks will cause both noise and, more significantly, air pollution in this part of the park and will also result in adverse impacts

on wildlife and people, especially those of us who live in the area. Additionally, having a waiting area will interfere with our ability to have full and

unimpeded access to our property unless the Park provides property owners with an unencumbered means of access. It is our opinion that these two issues

pose a potential threat to the realizable value of our property as well as to our health and happiness. We look forward to learning how you will address

these issues.

Correspondence ID:

3145 Project:48252 Document: 68894

Name:

Poole, Steven B

Address:

Wilson, WY 83014-0237

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 13:04:50

Correspondence Type:

Web Form

Correspondence: Planning Staff, I am a full time area resident who has used this corridor for 36 years. I use the corridor to swim, ice skate, hike, ski,

nature watch, photograph, fish, bike, and drive an automobile. Since I live in Wilson I use the road as access to points along the corridor and as a passage to

points north. I travel the road by bike and car as a throughway. Of all the mentioned activities, the one I am most willing to give up in this corridor is drive

an automobile.

I am not in favor of any of the alternatives as they are currently presented. I agree with you that alternative C may present the best starting plan. This

alternative as presented does not provide protection of some of your stated fundamental resources and values. Environmental consequences, natural

soundscapes, and visitor experience could all be enhanced with improvement to this plan. The chosen alternative C attempts to deal with visitor capacity by

using methods that are questionable and probably in some cases detrimental to the resources and values. How can we invite people here and then not let

them pass? Congestion will, over time, take care of itself. Planning for the future use of the area should be included in the plan today rather than relegated

to another process at another time.

I am totally opposed to queuing cars at the entrances. Experience at Yellowstone National Park with pollution from queuing snowmobiles should have

taught the NPS a lesson in queuing. The surrounding community is working hard to prevent idling vehicles, the gas saving and carbon reducing studies are

well documented. No idling vehicles please. The planned expansion of parking lots in the corridor would handle most, or all, of your suggested capacity of

200 vehicles. Queuing and counting will not enhance the park experience. If your intent is to reduce traffic on the roadway then built lots at the gates and

shuttle people using mass transit. Mass transit is proven to work in other NPS locations, Zion National Park as an example.

If you must open the roadway to automobiles and improve the surface then please plan appropriately. If you improve the surface then include a bike lane

shoulder on all improved sections. Your choice to make the roadway a "car hiking" path to view wildlife needs to accommodate that use. Bike lanes would

improve safety for the bicyclist and also allow vehicles a place to pull to the side and not obstruct so much road surface at each wildlife jam. I am a Jackson

Hole Fire/EMS responder (35 years), I would recommend that any improvement to the roadway include all bridges and or culverts to be built to allow for

passage of heavy fire vehicles. Three fire companies at Teton Village, the Aspens, and Wilson currently cannot respond up the roadway due to weight

limitations. We want to be there for you.

Remove the Whitegrass road as well as the Death canyon road, if the area is so critical to wildlife then don't put NPS facilities in the heart of the corridor, a

selfish and foolish move on the part of the NPS.

Help our community, and world, plan for the future and not be stuck in the past. We need alternatives to our current "every man for himself" automobile

use, and we need them now. Please help by supporting alternative transportation methods and discouraging wasteful and polluting automobile use. The

clean air, pure water and quiet soundscape are depending on your choices.

Correspondence ID:

3146 Project:48252 Document: 68894

Name:

Mader, Sharon C

Address:

Jackson, WY 83001

United States of America

Outside Organization:

National Parks Conservation Association Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: January 29, 2016

Superintendent David Vela
Grand Teton National Park
Attn: Moose-Wilson Planning Team
PO Drawer 170
Moose, WY 83012-0170

Re: Moose-Wilson Corridor Comprehensive Management Plan

Dear Superintendent Vela:

Please accept these comments on behalf of the National Parks Conservation Association (NPCA) specific to the Moose-Wilson Corridor Comprehensive

Management Plan Draft Environmental Impact Statement (DEIS). Our comments are offered on behalf of the NPCAs over 1 million members and

supporters nationwide. NPCA is the leading voice of current and future generations of Americans in protecting and enhancing our National Park System.

Our members care deeply for Americas shared natural and cultural heritage which is best protected by Americas National Parks System. The National

Parks Conservation Associations Grand Teton Field Office, located in Jackson, Wyoming, is devoted to preserving and protecting Grand Teton National

Park (GRTE).

Grand Teton National Park is enjoyed by over four-million visitors each year. The park lands that became Grand Teton National Park were a tremendous

gift to the American people by John D. Rockefeller, Jr. While the National Park Service (NPS) has a legal mandate to conserve the scenery and the natural

and historic objects and the wildlife [in the National Park System] and to provide for the enjoyment of the same in such manner and by such means as will

leave unimpaired for the enjoyment of future generations. The acceptance of land for Grand Teton National Park by NPS came with an additional, unique

set of restrictions to protect the landscape, resources and wildlife of this one-of-a-kind Park for future generations.

There is perhaps no place more special than the Moose-Wilson Corridor (Corridor), located in the southwest corner of Grand Teton National Park. The

Corridor and the 7.7-mile road within it provides essential habitat for many species of wildlife and could arguably be considered the best place to view

wildlife in Grand Teton National Park. This destination road winds through pristine riparian areas, dense forest and provides a uniquely-rich natural habitat

within the park. It also provides the opportunity to find quiet and tranquility within during GRTEs bustling summer season, hike on world-class hiking

trails, cycle along the scenic winding road and the opportunity to visit the Laurance Rockefeller Preserve and Visitor Center; established to provide visitors

with a contemplative experience of the parks natural environment.

Background

In December 2013, the National Park Service announced that they planned to develop a comprehensive management plan and Environmental Impact

Statement (EIS) for the 10,300-acre Moose-Wilson Corridor within Grand Teton National Park in Jackson Hole, Wyoming.

In its News Release, the National Park Service describes this part of Grand Teton Park:

"The Moose-Wilson Corridor comprises about 10,300 acres in the southwest corner of Grand Teton National Park. This exceptional area has a remarkable

variety of natural communities, cultural and wilderness resources, and opportunities for visitor enjoyment. The Moose-Wilson Road extends 7.7 miles

through the area, and is the primary access to several park destinations, including Death Canyon and Granite Canyon trailheads, Laurance S. Rockefeller

Preserve, White Grass Ranch, and Murie Ranch historic districts, and Sawmill Ponds overlook. The corridor highlights the rich history of working ranches

and the beginnings of conservation work, and provides exceptional opportunities for wildlife viewing. Developing a comprehensive management plan for

the corridor is critical to ensure the protection of key resources, values, and visitor experience for the enjoyment of this and future generations."

During this comprehensive planning process, the NPS met the requirements of NEPA and complied with the mission of the NPS and their clear mandate

under the Organic Act.

The Organic Act pledges "to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same

in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations."

The future of the Moose-Wilson Road, and the extent to which vehicular traffic and recreational uses will be accommodated there - has been vigorously

debated in the court of public opinion. Given the proximity of GRTE to the communities of Teton Village, Wilson and Jackson this decision has been of

interest to many local residents. The value of GRTE and its natural, wildlife and cultural assets are clearly evident in the Teton County Comprehensive

Plan (Comp Plan), which also recognizes the significance of the region's wildlands and wildlife in a Vision statement:

"Wildlife, along with natural and scenic resources, draw both residents and visitors to this special place and are at the core of our heritage, culture, and

economy. All aspects of our community character thrive on a shared appreciation of the natural setting in which we are located and the quality of life our

surroundings bring. To achieve our desired community character, the community must protect and enhance the ecosystem in which we live. Yellowstone

(the world's first National Park), Grand Teton National Park, Bridger-Teton National Forest, Targhee National Forest and the National Elk Refuge are

testaments to the ecological richness and international significance of our community. These roughly 2.6 million acres of federally-protected lands foster a

strong stewardship ethic in both residents and visitors to Jackson and Teton County."

Lastly, the National Environmental Policy Act (NEPA) dictates and guides the current Moose-Wilson Road EIS process.

Congress intended the NEPA to require Federal agencies to integrate environmental factors into planning and decision making processes. For proposed

"major Federal actions significantly affecting the quality of the human environment," the responsible Federal official must prepare a "detailed statement"

on:

- (i) the environmental impact of the proposed action,
- (ii) any adverse environmental effects which cannot be avoided should the proposal be implemented,
- (iii) alternatives to the proposed action,
- (iv) the relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and
- (v) any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

In essence, NEPA "requires agencies 'to consider environmentally significant aspects of a proposed action, and, in doing so, let the public know that the agency's decision-making process includes environmental concerns.'" Agencies "are required to take a 'hard look' at the environmental consequences of a proposed action where the action could have significant effect on the environment." Moreover, in a NEPA analysis, the responsible Federal official also must address cumulative environmental impacts, defined by the Council on Environmental Quality as:

The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

NPCA has been engaged in discussions about the Corridor since early 2004, and supported the National Park Services decision to embark on a new

comprehensive study of the Corridor, as required under the National Environmental Policy Act.

During their analysis, NPS studied traffic congestion, trailhead access, parking, recreational uses and access, cultural, wildlife and natural resources

impacts and visitor experience. The DEIS also addressed how new and changed conditions within the corridor such as grizzly bear use, and the addition of

the Laurance Rockefeller Preserve and visitor center should be addressed under a future management plan.

In a legal opinion provided to NPCA by the law firm of Arnold and Porter LLP in February 14, 2013, the firm laid out the reasons why a new Corridor plan

was necessary, in response to demands for the NPS to reverse their Record of Decision under the 2007 Grand Teton National Park Transportation Plan.

Arnold and Porters legal analysis provided the following guidance in support of the Moose Wilson Corridor DEIS:

Given the increase in sightings of threatened grizzly bears along the MWR in the seven years since the ROD, NPS would be required to prepare a

supplemental environmental impact statement to comply with the requirements of the National Environmental Policy Act (NEPA). NPS would be required

to evaluate there the environmental impact of the Proposed Change in light of the changes since 2006 in the amount of grizzly bear activity in the affected

area. Additionally, to comply with Section 7 of the Endangered Species Act (ESA), NPS would be required to consult with the FWS to ensure full

consideration of the impact of the expanded pathway plan on grizzly bears. Finally, given that the MWR has been designated as eligible for listing on the

National Register of Historic Places, NPS would be required to prepare a new cultural resources evaluation under the National Historic Places Act to

evaluate impacts on historical resources.

It is clear that under NEPA, the NPS chose the correct path when they decided to conduct a new Environmental Impact Statement (EIS) under NEPA to

address future management of the Corridor. The changed conditions that have emerged with the Corridor since the 2007 Transportation Plan Record of

Decision was published, necessitated additional study and have led to different conclusions specific to impacts to wildlife and cultural resource protection

represented in the DEIS under consideration.

Moose-Wilson Corridor Comprehensive Management Plan Draft Environmental Impact Statement (DEIS)

During the three-year process to develop the 'Moose Wilson Road Corridor Plan DEIS, Grand Teton Park managers conducted social, recreational, cultural

and scientific study to examine how to best address vehicle traffic, and recreational and pedestrian use while still protecting the areas unique wildlife,

biology and history. Grand Teton National Park developed a range of alternatives that offer and assess for public consideration varied levels of resource

protection. NPS selected Alternative C as the parks Preferred Alternative, which of the options offered to the public, NPCA believes provides the highest

level of protection to preserve the pristine and wild character of the corridor and most importantly the unique natural resources that qualify Grand Teton for

National Park level conservation and protection.

The National Parks Conservation Association supports the Preferred Alternative C as the management option that best protects Grand Teton National Parks

natural and cultural resources

The Moose-Wilson Road Corridor and its unparalleled biological and cultural treasures remain intact today, but modern day pressures require that the park

exercise extreme caution to maintain and protect the natural and cultural resources of this corridor. While additional protective measures could be added to

this management plan, it is a good starting point to reduce the unacceptable levels of traffic, noise and the human/wildlife conflicts that currently plague the

corridor, and will help protect the values and experiences that park visitors expect.

The expanding population of Teton County, WY (County), coupled with its increased popularity as a tourist destination has created serious traffic

congestion and transportation problems for the County and Grand Teton National Park. Over many years, the Moose-Wilson Road has served as an ad hoc

county transportation route; creating unacceptable impacts from automobile use within the corridor. As a result, and in accordance with the mission of the

NPS to preserve and protect its resources, GRTE entered into a formal planning process to determine how the Corridor would be managed in the future

under the 2016 DEIS.

There is little doubt Teton County, Wyoming, is a desirable place to live and visit. On any given day, the county has a stable population of nearly 23,000

people. When seasonal workers and visitors are accounted for the county population increases to roughly 40,000 people a day in the winter and 60,000 a

day in the summer. A total of as many as 4 million people are said to visit Teton County each summer.

As the county population grows and visitation expands here could be many potential impacts from traffic and development to the biodiversity and natural

resources of Grand Teton National Park areas. NPCA believes NPS must work closely with local officials in Teton County to understand traffic issues and

challenges as they evolve. Its important for NPS to be good neighbors. However, NPS managed roads like the Moose-Wilson Road cannot play a role in

solving Teton County traffic challenges. NPS must protect park resources above all else. Protecting Grand Tetons natural resources in perpetuity will

ensure visitors keep returning to Teton County.

Traffic on the Moose-Wilson Road

According to a study conducted by the Western Transportation Institute in 2009 traffic on the Moose-Wilson Road through GRTE is at carrying capacity.

In fact, according to research conducted after the WTI study, traffic volumes in 2014 had increased by 26 percent in July, 30 percent in August and 60

percent in September. This comparison indicates that average use on the Moose-Wilson Road has increased over time for all sampling periods.

As the National Park Service makes a final decision on the Moose-Wilson Road DEIS it is critical that NPS keep this in mind. Especially as the DEIS

decision relates to NPSs own Management policies which read, The Service must find transportation solutions that will

preserve the natural and cultural resources in its care while providing a high-quality visitor experience. according to NPS Management Policy 9.2. Before

roads are chronically at or near capacity, the use of alternative destination points or transportation systems or limitations on use will be considered as

alternatives to road expansion.

If a decision is made to construct, expand, or reconstruct park transportation, NPS Management Policy states that accommodations must be made in a way

to avoid or mitigate harm to individual animals, the fragmentation of animal habitats, and the disruption of natural ecosystems.

NPCA supports the park traffic study and the caps on vehicle usage that are based on the current use and projected future use of the Corridor. While there

are concerns over access to the Corridor under the proposed reduction for vehicle use in congested peak times, overall the impacts to visitors will be

minimal.

(U)nder all the action alternatives, existing traffic levels would be maintained, or possibly reduced from current levels. (DEIS:2016)

Left unchecked these traffic impacts will have unacceptable impacts on the natural resources values of the Moose-Wilson Road Corridor. We support the

use of an adaptive management to determine appropriate levels of automobile use, but acknowledge that even under adaptive management the need for

significant limits on automobile use of the Corridor will be an ongoing challenge for GRTE. In order to preserve natural resource values, and reduce

impacts on air quality, the number of vehicles using the Corridor will be need to be reduced.

The rustic Moose-Wilson Corridor contains cultural and wildlife values that are unique within Grand Teton National Park, and within the entire nation. The

Park Service must use caution to ensure that any modifications to wildlife habitat, rural character and visitor experience are compatible and prevent the

impairment of the values that make the corridor worth preserving for future generations.

Alternative C Effectively Addresses Traffic Impacts:

NPSs preferred alternative, Alternative C, treats the Moose-Wilson Road Corridor as a unique destination within the parks transportation network, with a

focus on the visitor experience, access to a broad array of recreational opportunities, and provides a variety of ways to experience the corridor - whether by

foot, by car, on horseback or riding a bicycle. These uses provide reasonable access under the Preferred Alternative, while also protecting the natural and

cultural resources within it.

This will be accomplished in a number of different ways. As a result of the findings of social science and traffic surveys, soundscape studies, and wildlife

and natural resource studies, GRTEs Preferred Alternative proposes to set a limit of 200 vehicles and/or 550 people at a time during the busiest summer

months to reduce traffic and impacts in the Corridor, based on traffic studies and DEIS analysis.

Currently, there is a high demand for and high levels of use in the corridor during the peak summer months. The levels and patterns of visitation are

causing some negative impacts and influencing the ability of the National Park Service to achieve desired conditions. (DEIS:636)

Once that capacity has been reached, GRTE will implement queue lines at the new entrance station in Moose, and the southwest entrance station, north of

Teton Village. The park estimates that waits will not exceed 15 minutes, even during the busiest days of the summer season. GRTE based its cap on the

goals of limiting traffic congestion, protecting wildlife, reducing damage to resources, utilizing available parking, creating new consolidated parking areas

and reducing visual intrusions based on indicators and thresholds.

While bicycling in the Corridor is addressed and encouraged under the DEIS, it is unlikely that bicycle use will significantly decrease the impacts of

vehicular traffic; those impacts will need to be addressed through a cap on vehicular traffic use in the Corridor. Adaptive Management will allow GRTE to

adjust the numbers automobiles allowed into the Corridor as needed, however, that cap should not be substantially increased at the risk of negatively

impacting park resources.

NPCA supports the restriction on commercial taxi cab use through the Corridor and urges GRTE to continue efforts to curb commuter traffic and

encourage the enjoyment of the Corridor as a park destination.

NPCA supports GRTEs efforts to maintain a narrow winding slow-speed road through the Corridor, in keeping with the historic use of the road. We also

support the use of a sustainable transportation model management model, which limits development and expansion of the road within the Corridor in

response to traffic demand to achieve broader goals of improving the visitor experience as a park destination, rather than a commuter thoroughfare. Under

the Preferred Alternative, speeds will be lowered to 20mph speed limit to reduce impacts on wildlife, increase safety, minimize stopping distances and

decrease carbon emissions and impacts on air quality by limiting the number of vehicles using the Corridor at any given time. A slower speed limit,

combined with design fidelity to the narrow winding roadway will significantly help as traffic-calming tools. NPCA does not believe the queue system will

create air pollution challenges. However, NPCA encourages NPS to ask that motorists turn off engines, rather than idle vehicle engines and is not opposed

to seasonal air quality monitoring similar to studies being conducted in Yellowstone around winter use as part of the adaptive management model. Based

on 2013 traffic data in the corridor, queuing would likely only occur 25 to 30 days in July and August, and wait times would peak at nine minutes.

We suggest that the queue system is managed similarly to the Laurance Rockefeller Preserves (LSR) parking system. The LSR has limits on parking and

the number of people who have access to the preserve at any given time. While people wait in the queue lines at the LSR, rangers politely request that

engines are turned off and no idling is permitted. A similar model could be implemented at the two entrances to the Moose-Wilson Road Corridor.

NPCA believes NPS should actively work to communicate any potential wait times to access the Moose-Wilson Road to motorist. Currently, the park

already has a robust public traffic communication interface in place, and information can be provided in a real-time setting at entrance stations, park visitor

centers, the park website, printed information in the park newspaper and through the use of Intelligent Transportation System digital messaging signs both

inside and outside of the park to inform visitors.

When viewed in totality, the adaptive management plan that has been proposed will clearly reduce impacts on air quality - directly tied to the number of vehicles using the road. Looking forward, we urge the park to continue to study and adjust management in the corridor over time based on new peer-reviewed science.

NPCA support the realignment of the far north end of the road, and the construction of a new entrance station to best serve the realigned road. NPCA also

supports maintaining the current width of the road, paving the remainder of the surface to decrease dust, eliminate harmful dust-reducing chemical

applications and to increase safety for cars, pedestrians and cyclists. We endorse the use of share-the-road signs and other safety enhancing measures to

notify drivers that the Corridor is a multi-use area.

NPCA supports the parks decision to leave the northern road alignment in the wetlands area as is, with the exception of the far northern realignment to the

ranger station. Although the park initially considered moving the road to the east to relocate this portion out of a riparian area - they decided against a

realignment due to the discovery of multiple Native American cultural sites that would be impacted and/or destroyed by road realignment.

The discovery of these expansive Native American sites has raised many questions about the native people who inhabited Jackson Hole prior to its

discovery by trappers and explorers. Evidence suggests that there may have been year-round use of the Corridor, as evidenced by double teepee rings and

other archaeological findings. Realignment of the road through this area would pose a significant impact to these sites that cannot be reasonably mitigated

by cataloguing artifacts and locking these priceless pieces of history in an NPS storage archive. The Organic Act clearly states that the purpose of the Act is

to conserve the scenery and the natural and historic objects and wildlife and to leave them unimpaired for the enjoyment of future generations. For these

reasons, we do not support Alternative D, under which these sites would suffer permanent, significant and irreversible adverse impacts on two of the parks

most important prehistoric archeological sites (48TE498 and the site adjacent to the LSR Preserve). Both of these areas would be unacceptably impacted

and potentially destroyed by road realignment and/or construction of a separated multi-use pathway.

Despite the NPS good intentions to increase sight distances by cutting back existing vegetation NPCA asks that they refrain from doing so to preserve

important habitat and food sources. If limited sight distances are a concern, it would be better to educate visitors traveling by bike or on foot about the

likelihood of encountering wildlife, to travel in groups, make noise in sight-restricted areas and maintain ample distance when approaching wildlife.

Mass Transit:

NPCA encourages the park to study a small-scale shuttle system to further reduce traffic impacts and encourage visitor access. Transit should be managed

as a park concession, rather than by private unregulated providers or the Teton County START system; although close coordination with those providers

would be desirable. GRTE should establish limits on transit numbers to meet the goals and objectives of the Moose-Wilson Corridor Plan. Those numbers

could be adjusted slightly upwards above those limited by the per vehicle cap, but should also have set limits so as not to exceed the use limits of the LDR

Preserve or further impact the Corridor. A shuttle system could be launched as a pilot program to study impacts, use levels, and appropriate vehicles (our

preference would be for any shuttle to be low or no emissions vehicles). NPCA believes that any mass transit proposal should abide by the same seasonal

access and wildlife closure limitations, as for motorists. Mass transit does have the potential to overwhelm park resources by bringing too many people into

the corridor at one time and those numbers will need to be studied and considered. Any additional vehicle or shuttle use through the MWR corridor should

be filtered through the adaptive management paradigm with the goal of natural resource protection above all.

If successful, the park could propose an adaptive change for public consideration within the sideboards of the Preferred Alternative. We believe any

adaptive change in the future or alteration to the preferred alternative should outline how shuttle buses will be used to further decrease traffic impacts, and identify funding needs and potential funding sources to make a shuttle system feasible.

Wildlife Impacts

NPCA believes that Alternative C is the best proposed alternative to protect park wildlife and enhance visitor enjoyment and use of the Corridor, as described in the DEIS.

The following comprehensive analysis was compiled by Lloyd Dorsey on behalf of NPCA in A Review of Potential Impacts to Wildlife and Natural

Resources from Traffic and Development Along the Moose-Wilson Corridor, Grand Teton National Park. (Dorsey: 2013). This extensive literature review

and comprehensive assessment of peer-reviewed science and other reports provides important information about the impacts of roads, pathways,

development and climate change on the flora and fauna of Grand Teton National Park. His work in compiling the following assessment of potential impacts

within the Moose-Wilson Road Corridor was greatly appreciated.

As noted in the 2013 Scoping Notice from Grand Teton National Park entitled Envision the Future of the Moose Wilson Road Corridor, it is clear that the

Moose-Wilson Corridor is home to an expansive array of wildlife worthy of the level of protection provided to these resources by the areas designation as a portion of Grand Teton National Park.

"The Snake River's extensive riparian habitats are closer to the Teton Range in the Moose-Wilson corridor than at any other location in the park, providing

an outstanding representation of the park's major natural ecological communities within a relatively limited geographic area. Aspens, chokecherries,

willows, various conifers, and other vegetation provide forage and exceptional cover for protection of wildlife. Consequently, a large variety of wildlife can

be found in this small area. This natural constriction between the river and the mountains functions as an important wildlife corridor within Grand Teton

National Park. Prominent wildlife species within the corridor include grizzly and black bears, wolves, elk, moose, beavers, and migratory birds."

(NPS:2013)

Most notable among the wildlife in Grand Teton National Park are its array of native mammals, including large predators. Elk, moose, mule deer,

pronghorn, bighorn sheep and bison in and around Grand Teton provide prey for grizzlies, black bears, mountain lions and wolves, and carrion (sometimes

kills of large predators) and smaller mammals (or young or large ungulates) provide sustenance for wolverine, lynx, bobcat and coyotes. The Moose-

Wilson Corridor contains habitats for nearly all the above species (although pronghorn and bison aren't common in this part of GTNP) which emphasizes

the remarkable natural values in the Corridor. Any expansion of traffic and development and human use in this part of Grand Teton would affect habitat

and wildlife in the Corridor. According to B.C. Ruediger in his abstract, The Relationship Between Rare Carnivores and Highways that:

"The impacts on carnivores resulting from upgrading and newly paved roads is permanent and severe. " (Ruediger:1996) The National Park Service must

consider the extensive body of science as they make a final decision on the Moose-Wilson Road Corridor.

Notably, grizzly bears have demonstrated increasing and high use of the Corridor, particularly during the fall months when food sources are scarce. The

presence of grizzlies represents a changed condition and new wildlife use of the area, and therefore their presence was not planned for nor envisioned under

the 2007 Transportation Plan. As NPS makes an important decision on the future of the Corridor, it is imperative that the Alternative selected provides the

highest level of protection for endangered species such as Grizzlies and Gray Wolves.

Ensuring the safety of park visitors visiting the Corridor is imperative. NPCA hopes NPS will look for opportunities to effectively reduce the incidence of

human/wildlife conflicts. Alternative C provides the most protective measures to accomplish these joint goals. When safety measures are not taken to avoid

conflicts, the end result can be devastating, with the unnecessary loss of both human and animal lives. As part of adaptive management under Alternative C

NPCA hopes NPS will continue to study opportunities to reduce the potential for human/ wildlife conflicts in the corridor.

While the goal of the park service is to manage the Corridor in such a way that it provides many opportunities for visitors to view wildlife and enjoy the scenic and pristine natural world; they are obligated under the Organic Act to preserve and protect these resources for future generations.

NPCA Remains Opposed to Alternative D and the Construction of a Separated Pathway in the Moose-Wilson Corridor:

There are many studies that show that when roads and paved pathways are constructed or "improved" (i.e., expanded) through wildlife habitat, it

diminishes the ecological function inherent in those habitats prior to disturbance. As noted in the DEIS specific to Alternative D which would allow for a

road adjacent pathway through the Corridor, (T)he most notable adverse effects of alternative D on wildlife habitat and behavior would be the significant

net increases in ecological disturbances, habitat loss, and fragmentation in the corridor by introducing a second primary human use corridor through the

length of the project area- the multiuse pathway. (DEIS:379). NPCA remains opposed to alternative D and a separated pathway based on this exact issue. In

fact, Proctor noted in an article titled The Trans-border Grizzly Bear Project that:

"(A)ll wildlife is affected by habitat fragmentation. Game animals such as deer and elk rely on access to wintering areas; migratory fish depend on

spawning access, and birds on nesting and feeding habitats. Linkage zones can also act as 'fire escapes' if a core area undergoes dramatic environmental

change. Linkage zones are not simply travel corridors, but are habitats that support carnivores' feeding and behavioral activities in intervening areas

between core regions of habitat. They tend to support low density populations of resident wildlife that have seasonal movements." (Proctor, et al. 2008:5)

It is clear that habitat fragmentation in this circumstance is unacceptable. When the Grand Teton first envisioned a pathways system, the intent was to

develop pathways in the least ecologically-sensitive areas first, study those impacts and use this research to guide future development of the system. The

Moose to Jenny Lake segments were the first phase to be constructed within a 5-phase plan. The last section to be considered for development was the

Moose-Wilson Corridor, due to the importance of its habitat to many species of wildlife and the pristine, relatively undisturbed nature of the Corridor.

NPCA supports Alternative C because it makes a clear call that for NPS, protection of park resources should be prioritized above all other uses. Currently,

there are abundant bicycling opportunities within the Grand Teton National Park with roughly 17 miles connecting Jenny Lake and the parks southern

boundary, and an additional 2-mile section being constructed to provide safe highway access to low speed rural Antelope Flats loop road. The park system

also connects to the broader Teton County Pathways system offering miles of safe and accessible biking.

Park studies have shown that the park pathways that have been constructed over the past seven years have had numerous adverse effects on wildlife.

Research has examined how the GRTE pathways have affected the behavior of black bears, elk, pronghorn, mule deer, moose and songbirds, and now

Grizzly bears have been added to that list. Although reactions vary by species, the presence of pathways and use by pedestrians and cyclists have been

shown to impact animal movements, patterns, and led to avoidance of habitat adjacent to paths.

Impacts caused by the construction and use of multi-use pathways are significant for many reasons. As shown below besides the considerable direct and

indirect impacts to habitat, the use of pathways by people in some locations will increase the risk of dangerous confrontations with wildlife.

"Wildlife hazards associated with pathways would be similar to those associated with trails, with one important exception: bicycles and other wheeled

vehicles, which are not permitted on trails but would be permitted on pathways, would be able to move quickly and quietly through the landscape. This

would greatly increase the probability of sudden, surprise encounters with and aggressive responses from wildlife. These encounters take place due to the

absence of two important mitigating factors: the slow speed of pedestrians and loud noise of motorized vehicles. Areas near noisy streams or where sight

distances are minimized by terrain, daylight, or vegetation would have increased hazards, as would using any portion of a pathway after dark Higher

frequencies of encounters can be expected in higher quality habitats for each of the species concerned." (NPS 2006:176 emphasis added)

"In North America, 33 records were found for bicyclist encounters with grizzly bears in which the bear responded aggressively. Five of these occurred on

roads used by cars and the remaining occurred on trails or nearby. In most cases, grizzly bears charged or chased bicyclists. In 12 percent (4 of 33) of

encounters, bicyclists were injured by grizzly bears; in 75 percent of these cases (3 of 4), injuries were serious (requiring more than 24 hours in a hospital).

. . (T)he data suggest that rates of sudden encounters with bears are much higher among bicyclists than pedestrians Most of the encounters documented

by Herrero and Herrero (2000) and discussed above occurred on dirt trails where bicycles would be expected to travel more slowly and make more noise

than they would on a paved pathway. " (NPS 2006:176)

These studies clearly make the case against the construction of separated pathways along the Moose-Wilson Road, as envisioned in Alternative D, which

will create safety hazards for both cyclists and wildlife.

"The construction of non-motorized corridors (both expanded shoulders and multi-use pathways) is expected to result in an increase in non-motorized

recreation use in these areas (of GTNP) and is likely to result in increased disturbance impacts and potential for wildlife-human conflicts " (NPS

2006:206)

"Management of grizzly bears and their habitat in Grand Teton National Park follows IGBC guidelines (USFS 1986) and the Park's Human-Bear

Management Plan (NPS 1989) The objectives for managing grizzly bears in Grand Teton National Park (NPS 1989) are to;

"Restore and maintain the natural integrity, distribution, and behavior of grizzly bears.

"Provide opportunities for visitors to understand, observe, and appreciate grizzly bears.

"Provide for visitor safety by minimizing bear/human conflicts, by reducing human-generated food sources and by regulating visitor distributions.

Recreational and administrative facilities, human activities, and human waste (garbage and sewage) in Grand Teton National Park are managed in a manner that minimizes the potential for human-caused grizzly bear mortalities." (NPS 2006:99-100)

The construction of a pathway through the Moose-Wilson Road Corridor would lead to permanent ecological damage as well as the loss of valuable

habitat, "Direct effects (of constructing pathways and maintaining existing GTNP roads) include permanent loss of habitat caused by paving or roads and

pullouts and the potential for vehicle-caused mortality. Indirect effects from road use and maintenance would include a reduction in habitat effectiveness

with the 1,312' (400-m) ZOI." (NPS 2006:198)

Further, it has been noted that,

"Indirect impacts associated with construction and use of the multi-use pathways inside and outside of the roadway corridor by more pedestrians and

bicyclists would include human-caused displacement of bears from adjacent areas, potential habituation to humans (Herrero 1985), and possibly other

behavior modifications. The creation of non-motorized corridors (i.e., multi-use pathways) is expected to result in an increase in non-motorized use of

these areas. Bear-human encounters in these areas would increase because of increased human use and because of the added surprise factor that quiet, non-

motorized use represents. This is particularly true where roads and pathways traverse habitats where terrain and/or vegetation limit sight distances, or

where noise from streams can cover noise of approaching humans. Serious human injuries from such encounters are likely to occur." (NPS 2006:210,

emphasis added) "Adding multi-use pathways in this (Moose-Wilson Road) area, along with varied terrain, heavy cover, and several noisy stream

crossings, would escalate the probability of human-grizzly bear encounters and associated human injuries." (Ibid.:211)

In addition, grizzly bear scientists have repeatedly expressed their concerns about the impacts to grizzly bears and an increase in mortality from

development in undisturbed habitat.

"An increase in off-trail use associated with pathway access would further reduce habitat effectiveness by an unknown, but potentially moderate, amount at

times. Indirect impacts associated with construction and use of the roadsides and multi-use pathways by more pedestrians and bicyclists would include

human-caused displacement of bears from adjacent areas, potential habituation to humans (Herrero 1985), and possibly other behavior modifications.

Mattson et al. (1992) reported that habituated bears in the GYA were killed from a variety of causes 3.1 times more often than wary bears. Use of the

roadsides by more people would make it more difficult for most bears to habituate to this less predictable activity, however, and thus the loss in habitat

effectiveness in the road's ZOI (Zone of Impact) could be expected to be greater than (other Alternatives that have fewer miles of pathways). (NPS

2006:199)

The Park Service must consider all categories of effects on wildlife from constructing, expanding or improving roads or pathways through wildlife habitat.

Some impacts to wildlife from development may be a shifting away from using certain habitats and, if choices are available, switching to others.

In a study on the effects of a 13km section of a multi-use pathway on black bears in Grand Teton National Park, researchers found, "The pathway resulted

in direct loss of wildlife habitat, a new form of human use on the landscape, and a wider zone of human influence. (Additionally) bears altered the way

they used the areas near the pathway. Across the study periods, bears showed greater selection for steep slopes and for areas further away from the

pathway These behavioral changes allowed the bears to continue to utilize areas near the pathway, while simultaneously reducing their encounter rates

with humans. But, the observed shift of activities toward morning, evening, and nighttime hours may potentially increase the likelihood that human-bear

encounters would occur during the low light conditions of dawn and dusk; increase the potential for black-grizzly bear encounters near the pathway; and

increase the odds of vehicle collisions." (Costello, et al. 2011:Abstract, parentheses added)

In sum, Alternative D allows for a separated bike pathway in the Corridor that could significantly impact sensitive and often unpredictable species such as

Grizzly bears. In addition, the construction of a separated bike path would disturb previously undisturbed habitat within the Corridor, fragment wildlife

travel routes (both daily and seasonal migration), create disturbance for wildlife and would impact the scenic, historic and cultural values of the Corridor.

This proposed and essentially new human use of the Corridor also poses serious threats to human health and safety.

NPCA supports vehicles limits and caps identified in Alternative C based on wildlife concerns:

"The grizzly has a broad range of habitat tolerance. Contiguous, relatively undisturbed mountainous habitat having a high level of topographic and

vegetative diversity characterizes most areas where the species remains. Habitat loss and direct and indirect human-caused mortality is related to the

decline in numbers." (USFWS Grizzly Bear Recovery Plan 1993:ii)

In the absence of appropriate behavior and action, however, interaction with bears can negatively affect humans by causing injury or property damage.

Humans also can negatively affect bears by displacing them from important habitat, changing their activity patterns, changing their habitats, or when

conflicts occur, leading to the destruction or relocation of bears. (MacHutcheon and Wellwood 2002.) (MacHutcheon 2014:19)

Researchers have also studied the impact of the number of vehicles using a road corridor in relation to its impacts on Grizzly bears. Bears are very sensitive

to human and automobile activity and tend to move out of critical habitat areas and demonstrate avoidance behavior when uses exceed tolerance threshold

levels.

In a study of the grizzly population in the Swan Mountains of northwest Montana, "Few bears exhibited selection towards habitats near roads having >60

vehicles per day. This proximal avoidance of roads has been demonstrated elsewhere (Tracey 1977; Harding & Nagy 1980; Archibald, Ellis & Hamilton

1987; Mattson et al. 1987; McLellan & Shackleton 1988; Kasworm & Manley 1990)." (Mace et al. 1996:1403)

Grizzlies "are quite sensitive to the presence of roads, avoiding those with traffic levels as low as 10 vehicles per day in the Northern Continental Divide

Recovery Area (Mace et al. 1996). In Alberta, grizzlies were found to avoid roads with moderate traffic (20-100 vehicles per day) and strongly avoid

higher traffic volume roads (>100 vehicles per day) at all times (Northrup et al. 2012)." (Rutherford et al. 2013:6)

Some highways that prevent wildlife crossings can create "a clear genetic barrier." (Rutherford, et al. 2013:26) In a study on a highway of "about 2,000

vehicles per day" Waller and Servheen (2005) "identified 100 vehicles per hour as the threshold at which highways become a significant barrier to grizzly

bear movement." (Rutherford, et al. 2013:26)

NPCA is concerned that adaptive management within the Corridor could be influenced by political and business interests to raise the cap on vehicles in

Preferred Alternative C. As shown below, even relatively small increases in traffic can affect Grizzly bear use of the Corridor.

"Roads appear to affect grizzly behavior even at very low traffic volumes (20 VPD), although some studies show little impact of roads even up to several

hundred VPD." (Ibid.:27) "(G)eneral thresholds for road impacts on grizzlies and other carnivores were estimated (to be): <200 AADT (Annual Average

Daily Traffic) (there is) Minimal Concern; 200 - 3,000 AADT Some Concern, and over 3,000 AADT there is Heavy to Highest Concern," of affects to

grizzly behavior. (Adapted from Rutherford, et al. 2013:27)

Potential Impacts of Pathways Development on Deer and Elk:

Studies show that when roads and paved pathways are constructed or "improved" (i.e., expanded) through wildlife habitat, it diminishes the ecological

function inherent in those habitats prior to disturbance.

"(A)ll wildlife is affected by habitat fragmentation. Game animals such as deer and elk rely on access to wintering areas; migratory fish depend on

spawning access, and birds on nesting and feeding habitats. Linkage zones can also act as 'fire escapes' if a core area undergoes dramatic environmental

change. Linkage zones are not simply travel corridors, but are habitats that support carnivores' feeding and behavioral activities in intervening areas

between core regions of habitat. They tend to support low density populations of resident wildlife that have seasonal movements." (Proctor, et al. 2008:5)

Potential Impacts of Pathways Development on Canada lynx:

Grand Teton National Park must protect Canada lynx and lynx habitat in the Moose-Wilson Corridor Comprehensive Management Plan.

"The Canada Lynx is a federally threatened species under the ESA as of 2000." While considered rare in Wyoming, Grand Teton National Park is included

in the historical record of confirmed observations in northwest and western Wyoming. "During the summer of 2004, a male lynx translocated to Colorado

traveled through YNP and Grand Teton National Park (K. Murphy 2003, pers comm)." (NPS 2006: 95)

"Conifer habitats represent potential habitat for lynx. The two segments of (proposed) roadway realignment and the multi-use pathway along the Moose-

Wilson would result in a direct loss of 1.4 acres (0.6ha of conifer forest vegetation types Constructing the pathway within the road corridor along the

Moose-Wilson Road would reduce impacts to lynx habitat by a small amount Disturbance impacts to lynx could occur from noise and human presence

associated with construction and use of shoulders and pathways." (NPS 2006: 208)

Potential Impacts of Pathways Development Mountain lions:

Mountain lions are known to exist in Grand Teton National Park, including in the Moose-Wilson Corridor.

In a study in a California state park compared cougar (puma) activity and habitat use in relation to human use of the park researchers found, "Based on

puma and human activity patterns, risk of a puma-human encounter was greatest during the evening (No pumas) appeared to be attracted to human

activity areas. Pumas that did show detectable responses to human activity may have been exhibiting some level of habituation; if so, this level of

habituation did not result in puma-human conflicts." The authors recommended, "Management personnel can take a proactive approach to deal with puma-

human interactions through education and protocols that help to minimize probability of conflicts; this may provide the best chance for a continued puma

presence in habitat used by pumas and people." (Sweaner, et al. 2008:Abstract, in NPS 2014:68-69)

Potential Impacts of Pathways Development on Gray Wolves:

The gray wolf is now protected under the Endangered Species Act. "On September 23, 2014, the Federal District Court for the District of Columbia

vacated the delisting of wolves in Wyoming under the Endangered Species Act (ESA). the effect of the decision is the reinstatement of Federal

protections that were in place prior to (delisting)." (FWS 2015:Update, Gray Wolves in the Northern Rocky Mountains website, parentheses added.)

Individuals and packs of gray wolves are known to exist in Grand Teton National Park including the Moose-Wilson Corridor and the Park Service must

protect wolves in the Comprehensive Management Plan.

"Key components of wolf habitat include the following: (1) a sufficient, year-round prey base of ungulates and alternate prey; (2) suitable and somewhat

secluded denning and rendezvous sites; and (3) sufficient space with minimal exposure to humans (USFWS 1987)." (NPS 2006:101)

Wolves can be affected by development. "Direct effects (of development) include permanent loss of habitat caused by paving of roads and pullouts and the

potential for vehicle-caused mortality." (NPS 2006:201) "Other indirect effects to wolves include human-caused displacement from areas adjacent to roads,

possible habituation to humans, and possibly other behavior modifications." (Ibid.: 202) Wolves have been killed by vehicle collisions in Grand Teton

National Park. (Ibid.: Table 14, p.107)

In Jasper National Park, Alberta, Canada, "Wolves crossed all roads, trails and the railway line 9.7% is often than expected, but avoided crossing high-use

roads more than low-use trails. Surprisingly, trails affected movement behavior of wolves equally, if not more, than roads. These results suggest that

although roads and trails in this study were not absolute barriers to wolf movement, they altered wolf movements across their territories." (Whittington, et al. 2004:Abstract)

Potential Impacts of Pathways Development on Wolverine:

"The rare wolverine is a species of conservation concern that has been petitioned for listing as an endangered species. Threats include increasing winter recreational activities in their habitat, loss and fragmentation of habitat, and fur harvest." (Greater Yellowstone Science Learning Center 2015: Greater Yellowstone Wolverine Program website.)

"Wolverines occur in low densities in (GTNP). As part of a study by the Wildlife Conservation Society, several wolverines were captured and radio-marked in recent years. At least two reproductive females are known to have home ranges that include the Park (Wildlife Conservation Service, unpublished data)." (NPS 2006: 13, parentheses added)

Based on this ongoing research, one can draw the conclusion that the Moose-Wilson Corridor could also provide quality habitat for wolverines, and could be affected by separated pathways, increased traffic volume and high levels of use.

"(W)olverines are expected to share many of the same habitat requirements as grizzlies, such as forest cover and low levels of human development, including roads (Inman et al. 2013). Although in some cases wolverines have been observed to readily cross roads (Moriarity et al. 2009, Inman et al. 2009), many studies document avoidance of roads, reluctance to cross approached roads, and possibly road mortality (US DOI 2013)." (Rutherford et al. 2013:29)

Potential Impacts of Pathways Development on Amphibians and Reptiles:

Amphibians and reptiles are sometimes not given the appropriate attention when federal agencies craft management plans for public lands. These cold-blooded wildlife are already experiencing impacts from climate change, and diminishing wetlands. Grand Teton National Park must afford amphibians and

reptiles the highest consideration and conservation measures to ensure their persistence and recovery into the future.

Four species of amphibians have been recorded in the Moose-Wilson corridor area of Grand Teton National Park. (Figure 2 in Ray, 2014). The boreal toad,

boreal chorus frog, western tiger salamander and the Columbia spotted frog (Ray, 2014:16) occur in Grand Teton. The Moose-Wilson Corridor in Grand

Teton Park is of particular interest because it is the only amphibian "hotspot" in Grand Teton Park "where four amphibian species have been documented as

breeding in a catchment." (Ray, et al. 2014: Figure 2)

Reptiles known to occur in Grand Teton Park are the wandering garter snake, valley garter snake, rubber boa, and the northern sagebrush lizard. (Koch and

Peterson 1995:125, 131, 107 & 99 respectively.) Both species of garter snakes are found in or near water (Ibid.:124, 135). Rubber boas can be found, "lying

in or along a trail paralleling a stream." (Ibid.:107) The northern sage brush is the only lizard known to exist in Yellowstone and Grand Teton National

Parks. (Ibid.:95) One of the locations it has been recorded in Grand Teton Park is on the west bank of the Snake River north of Moose. (Ibid.:99) Therefore,

even for the reptiles of Grand Teton Park, conservation of water resources are critical.

The Park Service is considering Alternatives for the Management Plan that may allow for the construction of separated paved multi-use pathways, plus

turnouts, new parking lots, and hiking and horseback trails in the Moose-Wilson Corridor. All of these human use routes, both paved and unpaved, will

pose a threat to amphibians and reptiles due to direct and indirect habitat loss, trampling and roadkill.

Potential Impacts of Pathways Development on Birds:

Birds are among the most popular and easily seen wildlife species in Grand Teton National Park.

"Grand Teton National Park provides habitat for a variety of wildlife species, including 299 bird" species. (NPS 2006:105)

"Neotropical migratory birds that occur in Grand Teton National Park include raptors, passerines, and shorebirds that breed in North America but migrate

to Mexico and Central and South America for the winter." (NPS 2006:102) "(N)eotropical migratory bird populations have experienced declines

throughout the last several decades. Many reasons are responsible for these declines including habitat fragmentation and loss, land-use changes in both

breeding and wintering habitats (Nicholoff 2003), a reduction in migratory stop-over habitat (Robinson 1997), pollution, and increases in predators and

nest parasitism." (Ibid.)

Many species of birds in Grand Teton Park are protected by longstanding conservation laws of the highest order:

"All migratory birds in the Park are protected under the Migratory Bird Treaty Act (16 USC 7030), enacted in 1918. This Act prohibits the taking of any

migratory birds, their parts, nests, or eggs. Removal of nests or nest trees is prohibited but may be allowed once young have fledged and/or a permit from

USFWS has been issued." (NPS 2006:102)

Besides the more obvious impacts to birds and their habitats from multi-use pathways and roads, people on foot, in boats, and on horseback may affect the

life cycles and habitat use of birds:

"Human intrusion into habitat can have a significant impact on birds. The mere presence of people can reduce avian fecundity, fitness, and survival

(Rodgers and Smith 1995; Hill et al. 1997). Miller and Hobbs (2000) also reported that recreational trails and human disturbance may affect nesting

success of certain species." (Smith 2002:10)

Even though some developments such as roads, pathways and trails appear to affect a relatively small area due to their linear nature, habitat is removed and

the adverse consequences are significant to birds., particularly those species that are interior rather than edge species.

"In general, when a disturbance corridor is cut through a forested area, interior-forest dwelling birds avoid the corridor and forested habitats along its edge.

Birds that are considered habitat generalists become more common along the corridor." (Jalkotzy et al. 1997: 102) "Traffic volume affects the degree to

which birds avoid roads." (Ibid.:103) "The effects of forest fragmentation as a result of the linear developments can result in declines in species numbers

and abundance within the remnant forests." (Ibid.) "The northern spotted owl is a well-studied example of an old growth forest-dependent raptor that is

negatively affected by fragmentation." (Ibid.)

The construction of the multi-use pathway in Grand Teton Park impacted sagebrush obligate birds. In contrast to Alternative C, under Alternative B and D,

moving the Moose-Wilson Road east (and under Alt D, a multiuse pathway), would result in further habitat quality degradation, loss, and fragmentation in

the newly developed road corridor through the sagebrush flats. In addition, wildlife behavior disturbances would result from visitor activity on and off

designated trails near the wildlife viewing areas. (DEIS:376)

"The primary impact of the new pathways on nesting sagebrush birds therefor appears to be habitat loss and effective habitat loss, as gauged by the

tendency of birds to avoid nesting near the transportation corridor post-pathway construction, with no evidence of acclimation over time." (Chalfoun

2011:2)

Mitigations for impacts caused by development

There may be opportunities to mitigate some of the impacts caused by traffic and development in the Moose-Wilson Corridor but the highest standard of

protection, that resources must be "unimpaired" for future generations, makes the option of no development the option that may enable the Park Service to

best implement their mission. Due to their fragile nature or scant tolerance of disturbance, or due to stress already imposed by climate change or extensive

habitat alterations, some wildlife species and habitat types require a high level of protection in the form of undisturbed space from the National Park

Service and others. It is the responsibility of the Park Service to assess the resources in the Moose-Wilson Corridor using contemporary scientific research

and craft a Comprehensive Management Plan that ensures that no unnecessary or undue harm is imposed. Mitigations must be carefully considered before they become part of the plan.

If development occurs, there are some design elements or use restrictions that can be incorporated that may diminish impacts. However, the Park Service must carefully consider all the species in the Moose-Wilson Corridor to make sure that mitigations that may benefit some species do not unduly harm others.

"Increased curvilinearity in a disturbance corridor probably increases connectivity between bordering habitats since sight lines are shorter; winding roads through forested habitat affect connectivity less than long, straight seismic lines." (Jalkotzy 1997:4)
"Curvilinearity should be increased where possible . . ."
." (Ibid.:11)

However, a winding road or pathway may decrease sight distances and increase the risk of dangerous human-wildlife encounters.

"Generally, it is better to concentrate recreational use rather than disperse it." (Hellmund Associates 1998:21)

"By reducing the levels of human use in a landscape over a given period, the deleterious cumulative effects of several disturbance activities occurring at the same time can be avoided." (Jalkotzy 1997:10) "The most powerful tool available to reduce the effects of disturbance corridors on wildlife is access

management, the control of human use of the development corridor. All resource users need to accept the basic tenet that disturbance corridors are

detrimental to wildlife and increased human use of these corridors increases the number and severity of detrimental effects." (Ibid:11 emphasis added)

In Denali National Park, authors of a study analyzing bear-human conflicts, "report a decline in bear-inflicted injuries, property damage, and bears

obtaining anthropogenic food after implementation of the bear-human conflict management plan
The authors note that the road restrictions and other

enforcement actions allowed the park to better manage visitor behavior ultimately leading to a reduction in problematic bear-human encounters."

(Schirokauer & Boyd. 1998, in NPS 2013:9)

The use of bear brigades and park ranger presence at wildlife jams has helped substantially to decrease wildlife conflicts in the park and keep visitors safe.

This on-the-ground presence also provides direct visitor contact to help raise awareness among park visitors.

In recent years, (Grand Teton National Park), like Yellowstone National Park to the north (Gunther et al. 1999, Haroldson and Gunther 2013), have put less

emphasis on direct management of roadside bears and more emphasis on managing people at bear jams. When a bear-jams (sic) is reported or detected,

Park Rangers, or, since 2007, Wildlife Brigade staff are dispatched to monitor visitor behavior and prevent visitors from feeding bears or approaching them

too closely (Wilmot and Cain 2012). They also have used no stopping zones and temporary closures to reduce the need to haze, capture, move, or destroy

bears that frequent roadside corridors. These management approaches have made human behavior more predictable to bears, prevented bear-inflicted

human injuries at bear-jams, and largely prevented people from feeding bears (Haroldson and Gunther 2013). (Id.:28-29)

(M) anagement of people rather than direct management of bears likely has increased the overall amount of habitat in GRTE available for use by bears and

reduced the number of management mortalities of bears. (Id.:29)

Visitor Use, Recreational Use and Safety:

From a human impacts standpoint, there is no shortage of user groups interested in specific outcomes in terms of traffic access on the Moose-Wilson

Corridor. These include homeowner associations, business associations, corporate and small business interests, various recreational advocacy groups,

photographers, wildlife viewing companies and commuters trying to bypass traffic jams on county and town roads. Cumulatively, all of these interest

groups are requesting access and accommodation within the corridor. Safety could be enhanced in the following ways:

"The road closures initiated by the NPS in response to bear use on the road should be kept in place. During this time, the road closures should remain for all Corridor users.

"Increase use of bear brigades and increase ranger presence when wildlife jams occur provide important opportunities to raise awareness among park visitors and avoid conflicts.

"Consolidate parking areas to reduce impacts along roadsides and eliminate unofficial parking in areas that often block narrow sections of the road; creating potential traffic hazards.

"Reduce speed limits on the road through the Corridor to minimize the incidence of accidents, decrease wildlife mortality from roadkill and increase safety for pedestrians and cyclists sharing the road.

"Add speed bumps along the road to further decrease speed in the Corridor.

"Use digital signage and other traditional signs to warn multiple users of potential road hazards. These will increase bicycle safety by notifying drivers that they will be sharing the road with cyclists. Place signs on blind corners and in steeper sections of the road to enhance safety.

"The DEIS Preferred Alternative C will ultimately create the safest possible experience for cyclists by restricting travel to the newly paved roadway and reducing the speed limit for vehicles. Keeping cyclists on the existing roadway also reduces the risk of human/wildlife conflicts (including both ungulates and carnivores).

During the DEIS analysis, NPS engaged the U.S. Fish and Wildlife Service (FWS) to obtain a biological opinion about the impact of various alternatives being considered under the Corridor Management

Correspondence ID:

3147 Project: 48252 Document: 68894

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United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Although I have some concerns about Option C, I prefer it to the others. I do not want to see a separate paved pathway. I feel that a

paved 20mph road with strategically placed wide spots, coupled with vehicular traffic controls, is a safe and minimally intrusive way to handle the

demands of different user groups.

My concerns are mainly logistical. The 200-car limit seems small if many of most of those are parked at trailheads or viewpoints. How do you account for

those? The waiting areas at either end of the road could become unpleasant places themselves, with so many idling cars and increasingly frustrated people.

But those are things that can be adjusted, I assume.

Primarily, I oppose a separate paved pathway.

Sincerely,

JS

Correspondence ID:

3148 Project: 48252 Document: 68894

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Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 13:40:01

Correspondence Type:

Web Form

Correspondence: I, along with my family, am a frequent visitor to Grand Teton National Park. I am writing in support of the National Park Service

Preferred Alternative C for the Moose-Wilson Corridor Management Plan. I have consulted with friends and park rangers about what alternative is in the

best interest of the park. Below, I echo the thoughts of Grand Teton's park rangers:

Alternative C best honors the agreements made at the time the Preserve was given to the National Park Service by Laurance Rockefeller. It also manages

this portion of the park in the best interest of the resource, placing recreation second in line. The Moose-Wilson Road is prime wildlife and scenic viewing.

By paving the south portion and lowering the speed limit, motorists and cyclists will be able to share the corridor safely and enjoy the viewing

opportunities. Building a separate multi-use pathway would destroy thousands of trees, increase human disturbance and interrupt elk calving and bear

feeding. Numerous multi-use pathways exist both within the park and adjacent to it. The Moose-Wilson Corridor is unique and should be managed with the utmost preservation of the resource in mind.

Limiting total numbers of vehicles during the busiest summer days will enhance visitor experiences on the hiking trails, along the road and at the Preserve.

There are alternate routes to other areas, which drivers will have the opportunity to choose either through the town of Jackson or along Spring Gulch Road

if they wish to avoid the traffic in Jackson. The peace and scenic beauty of the Moose-Wilson Corridor is a treasure to be carefully preserved as a portion of

Grand Teton that is uniquely quiet. The only way to do this is to limit access as is described in Alternative C. Mass transit might be acceptable in small

vehicles delivering 15 or fewer people at a time to the destinations, but this should be a last resort

Correspondence ID:

3149 Project:48252 Document: 68894

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Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I am writing to submit my comments for the historic seven-mile Moose-Wilson Road Corridor planning process at Grand Teton

National Park to develop a new management plan for this wildlife-rich but heavily driven area, the goal being to protect these important resources while

allowing for continuous access to the narrow roadway which is so popular with visitors and wildlife alike, which can lead to traffic jams and wildlife

management challenges if not addressed.

I am encouraged by plans to address vehicle traffic issues such as reducing car access especially during busy summer months, as well as lowering the speed

limit, adding signage to "share the road", creating bicycle-friendly pavement edges to enable cyclists to leave the road without incident, outreach to inform

visitors of wait time for access. Maintaining the current "footprint" of the road with minor changes is important along with extending the length of the

"Death Canyon" hiking trail by one mile and replacing damaging unauthorized vehicle pull-offs with a new parking area.

I support Park Service's preferred plan, "Alternative C", as I believe it would be the best protection for the Moose-Wilson Road Corridor and the wildlife

that depends on this area. Choosing a plan that ensures a pleasant visitor experience as well as ameliorates negative impacts to wildlife and natural

resources must be a top priority when deciding on a future management plan.

Further, I urge the Park Service to complete a thorough study of transportation options for visitors, such as a small-scale shuttle system in the corridor.

Please also ensure that ongoing study and management adjustment in the corridor will occur based on new peer-reviewed science.

Ensuring better protection of wolves, moose, grizzly bears and other wildlife who make this area their home is vital, as is the goal to reduce the possibility

of human-wildlife conflicts through outreach to park visitors and road closures when bears are too near the road.

As an American and a tourist, I greatly value the opportunity to visit Grand Teton and the Moose-Wilson Road Corridor and I believe it is of paramount

importance to protect and preserve our unique wild places so future generations may experience the awesome beauty of this national treasure.

Thank you for your serious consideration of my comments.

Correspondence ID:

3151 Project:48252 Document: 68894

Name:

Lohuis, Mary M

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: During the process of developing the 4 stated alternatives, you have undertaken an almost insurmountable challenge; addressing the

most obvious problems of visitor and vehicular volume, mass transit and the separate path for bikers. All the while considering the fundamental values and

resources which are not always as obvious. While there remain some issues with the Preferred Alternative C that I'm not entirely satisfied with, I feel you

have done a superior job melding and combining the widely divergent views present in our community and I commend you and heartily support your

Preferred Alternative C. Thanks you for the opportunity to comment.

Correspondence ID:

3153 Project:48252 Document: 68894

Name:

Cahn, Lorie

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 14:52:20

Correspondence Type:

Web Form

Correspondence: I support alternative C, but believe it can be improved. I believe the Park Service has done an excellent job prioritizing wildlife and

archaeological resources above travel convenience of visitors and recreational values of bicyclists.

However, I am concerned about plans to cut the hawthorne and serviceberry bushes back ("brush back") by the side of the Moose-Wilson road and

assertions that any adverse effects can be "mitigated" by planting new bushes to replace lost food sources for the bears. It takes many years to re-establish

habitat and in the meantime, a critical autumn food source on which the bears depend would be diminished. It is also unrealistic for the Park Service to

think they can successfully establish an equivalent berry supply in a new habitat. There are strong edge effects on habitats in Grand Teton National Park,

based on soil type and underlying geology such as paleo-floodplains, moraines, wetlands, etc. The berry bushes have already expanded into suitable

habitat. It does not seem realistic for the Park Service to reduce berry bushes from a successful area and increase habitat in an area where the bushes have

never colonized on their own. Will the new plants need to be watered until they are established? How will this actually be accomplished? Is it realistic?

What will the Park Service do if these efforts fail?

Rather than attempt to brush back and mitigate the berry bushes, the Park Service should consider preemptively closing the road in the Fall whenever the

berries become ripe, even if it is prior to the bears moving into the Corridor. This would preserve an important food resource for wildlife and reduce or

avoid human/bear conflicts.

Another area of concern is closing the Death Canyon trailhead and entrance road, which are already disturbed, and creating a new large parking lot, in a relatively undisturbed area.

Due to the incredibly unique resource for wildlife that the Corridor provides, I do not support the use of the Corridor as the fastest way between Teton

Village and the airport or Moose. For 6 months out of the year, motorists/cyclists already get where they need to go without using the Corridor and are

already used to going around. Some options that I believe are viable are 1) cutting off traffic in the middle of the Moose Wilson Road, and having two-way

traffic to turn-around areas, or 2) turning the corridor into a one-way road. This latter option provides an opportunity to a walk/bike lane and a driving lane

except when passing.

Although I am a cyclist, I do not support building a separate pathway for bikes/walkers and I applaud the Park Service for not bowing to external pressure

from special interest groups.

Correspondence ID:

3154 Project: 48252 Document: 68894

Name:

Brown, Stephen I

Address:

Casper and Teton Village, WY 82604

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Grand Teton National Park,

Thank you for the opportunity to comment on the draft Moose-Wilson Corridor EIS.

Please make the following improvements to the draft EIS:

A. The corridor fails to address those who have regularly traveled from eastern Wyoming to places in Teton Village and bought residences expecting the

road open. The longer route in the warmer months will add considerable greenhouse gases also to the plan due to the longer distance driven. Wyoming

residents have long been partners and contributors to the park. Allow Wyoming residents with a Teton Village address and a Wyoming resident east of here

access by car without long waits.

1. Include a well-designed pathway along Moose-Wilson corridor for park visitors biking, walking and to serve people with disabilities. Build the pathway

in two phases:

The draft plan failed to consider the needs of people walking. This is a separate mode of travel from biking, and the NPS should include the option for

people to walk along the corridor.

2. Along with adding a pathway, the NPS should partner with the community on an alternative-fuel transit shuttle to provide new options for people and

reduce private vehicle pressure and carbon emissions on the Moose-Wilson road.

3. Missing topics that should be addressed:

Include Regional Transportation in the Final EIS. This topic is integral to Moose-Wilson, but was dismissed from consideration. Teton County has adopted

a Comprehensive Plan and Integrated Transportation Plan that specifically calls for a regional approach to shared transportation challenges. The NPS

should include this significant partnership opportunity in the Moose-Wilson plan.

Address Air Quality and Climate Change. These related topics should not have been dismissed in the EIS. Both are very important to include in the Moose-

Wilson Corridor plan. The NPS has a responsibility to protect air quality in the National Park, and to take positive steps like the pathway to help combat

climate change in this plan. By forcing vehicles to get to the Teton Village by the considerably longer route adds to greenhouse gases.

4. Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the

proposed use levels to any natural resource impacts or outcome. Manage private motor vehicles to a reasonable limit, and allow more people when they

choose alternative modes. Personally A BYPASS AND SWITCHING BOTH ROADS TO ONE WAY WOULD BE A MUCH MORE REASONABLE

SOLUTION.

5. Winter access. The NPS should improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson

road and new pathway in the winter. A groomed trail would enhance winter access for Nordic skiing, walking, snowshoes, and fat bikes on the road and

pathway. This is another area where partnerships are feasible to assist the park.

Sincerely,

Stephen Brown

Casper, WY and Teton Village, WY

Correspondence ID:

3156 Project: 48252 Document: 68894

Name:

Brown, Matt T

Address:

Hollywood Hills, CA 90068

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Grand Teton National Park,

Thank you for the opportunity to comment on the draft Moose-Wilson Corridor EIS.

Please make the following improvements to the draft EIS:

A. I grew up in Wyoming and Wyoming has long partnered with the Park and my family have long used the park and contributed to it. The corridor fails to

address those who have regularly traveled from eastern Wyoming to places in Teton Village and bought residences expecting the road open. The longer

route in the warmer months will add considerable greenhouse gases also to the plan due to the longer distance driven. Wyoming residents have long been

partners and contributors to the park. Allow Wyoming residents with a Teton Village address and a Wyoming resident east of here access by car without

long waits.

1. Include a well-designed pathway along Moose-Wilson corridor for park visitors biking, walking and to serve people with disabilities. Build the pathway

in two phases:

The draft plan failed to consider the needs of people walking and is needed.

2. Along with adding a pathway, the NPS should partner with the community on an alternative-fuel transit shuttle to provide new options for people and

reduce private vehicle pressure and carbon emissions on the Moose-Wilson road.

3. Missing topics that should be addressed:

Include Regional Transportation in the Final EIS. This topic is integral to Moose-Wilson, but was dismissed from consideration. Teton County has adopted

a Comprehensive Plan and Integrated Transportation Plan that specifically calls for a regional approach to shared transportation challenges. The NPS

should include this significant partnership opportunity in the Moose-Wilson plan.

Address Air Quality and Climate Change. These related topics should not have been dismissed in the EIS. Both are very important to include in the Moose-

Wilson Corridor plan. The NPS has a responsibility to protect air quality in the National Park, and to take positive steps like the pathway to help combat

climate change in this plan. By forcing vehicles to go to the Teton Village by the considerably longer route adds to greenhouse gases.

4. Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the

proposed use levels to any natural resource impacts or outcome. Manage private motor vehicles to a reasonable limit, and allow more people when they

choose alternative modes. Personally A BYPASS AND SWITCHING BOTH ROADS TO ONE WAY WOULD BE A MUCH MORE REASONABLE

SOLUTION.

5. Winter access. The NPS should improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson

road and new pathway in the winter. A groomed trail would enhance winter access for Nordic skiing, walking, snowshoes, and fat bikes on the road and

pathway. This is another area where partnerships are feasible to assist the park.

Sincerely,

Matt Brown

Los Angeles, CA

Correspondence ID:

3157 Project:48252 Document: 68894

Name:

Brendsel, Leland C

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence:

My wife and I are long-time residents of Teton County and visitors to Grand Teton Park.

We support additional actions to protect wildlife and enhance the wildlife corridor. We strongly oppose any changes to the road that will increase traffic.

We support leaving the road unpaved and taking additional measures to limit road usage by motorized vehicles.

Thank you for this opportunity to comment.

Correspondence ID:

3159 Project: 48252 Document: 68894

Name:

Seligmann, Monica E

Address:

Easton, PA 18042

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 15:56:10

Correspondence Type:

Web Form

Correspondence: I am disturbed by the idea of making ANY changes to the current structure of the Moose Wilson Corridor. This is an area I have

visited every few years for 30 years, and the growth of wildlife in the recent years has been exciting and remarkable.

All should be left as is, INCLUDING the proposed widening of the road to Teton Village. This will negatively impact wildlife, peacefulness, air quality.

The increase of horse trailer parking in addition is a terrible idea!

IF any alternative other than A must be undertaken, I am against the Pathways. This area of the park is not so open for vistas as other areas within the main

part of the park. It is more confined, with trees and forests, and smaller meadows. And due to this, more wildlife gathering in these areas in the past 5 years.

It is a much greater risk to increase the numbers of walkers and riders who will be exposed to interaction with bears and moose and wolves and elk.

Folks not familiar with national parks arriving at Teton Village will rent bikes and horses and take off and too quickly be in the midst of wilderness,

zipping along in City like speed and obviousness with earbuds and not listening to the sounds around them or being attentive to the wildlife.

Personally I would also like to know how a property owner within this area will be able to access her home if there is queueing to enter from TV end of the

park. Will I be able to bypass the queue??

Correspondence ID:

3160 Project:48252 Document: 68894

Name:

Resor, William B

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 15:56:18

Correspondence Type:

Web Form

Correspondence: I would like to thank the Park Service for all the work that has gone into this public process. Even though I see significant problems

with the Preferred Alternative, I would first like to list what I see as some of the major benefits it would provide. By adding a northern entrance station, the

Park Service will be able to adaptively manage traffic on the Moose Wilson Road. This is clearly necessary to maintain the character of the road.

The relocation of the northern end of the road so that it intersects opposite the Chapel of Transfiguration Road is also a major improvement both for traffic

flow and for wildlife. The development at Park Headquarters creates a significant impediment to wildlife flow up and down the west side of the Snake

River. By realigning this small road segment the major wildlife crossing that is near the existing tollbooth will now have only one road crossing through it

instead of two.

The Preferred Alternative also preserves the historic, narrow, irregular alignment of the Moose Wilson Road, particularly the section from the LSR

Preserve entrance south to the old south entrance to the JY Ranch. This steep, winding section of road is historic and is much enjoyed by visitors to the

park.

The Preferred Alternative will also result in paving the short gravel section of the road. This gravel section has gradually become wider and wider. Now the

Park Service will be able to narrow it up so that it matches the rest of the road. In addition, the dust coating, which has killed many trees along this section, will no longer be necessary.

In other areas, I disagree with the Preferred Alternative. Below, I describe what I see as the best choice for each part of this complex set of decisions. As

requested by Superintendent Vela, I have tried to give my reasons why I believe my recommendations are in the best interest of the park, its resources, and

its visitors.

Safety and Future Flexibility.

Unfortunately, there are aspects to the Preferred Alternative that are not optimal for visitor safety or enjoyment. Clearly the Park Service has designed the

Preferred Alternative to err on the side of resource protection, which is an appropriate objective. It is also clear that the Park Service prefers this alternative

because it is the least expensive both to construct and operate, and the Park Service has been chronically underfunded both for capital improvements and

for operation, for decades. Although I completely understand that real-world consideration, I hope you can retain flexibility to add improvements that may

be warranted, and funded, in the future.

There are two major choices in the Preferred Alternative that may turn out to be misguided in the long run. The first is the decision to not relocate the

section of the road along the wetlands. The second is to not construct a separate pathway bypassing the steep historic section of the road from the LSR gate

south to the old south JY Ranch gate. Only a few years ago, also after careful analysis, the Park Service came to the opposite conclusion from what you are

proposing now on each of these issues. I realize that this is based on changing wildlife conditions and additional knowledge of archaeological sites and,

although this is not explicit, continued lack of sufficient funding. However, you are making the wrong choice on both of these decisions. Why? Visitor

safety and enjoyment. For these two decisions, Alternative D would be significantly safer for visitors and result in fewer closures due to bear-human

interactions. In addition, the road realignment would clearly benefit wildlife, outweighing any negative effects of the pathway.

If the final decision is still as shown in the Preferred Alternative, please realize that conditions may change again. Maintaining the road along the wetlands may turn out to be unworkable as it often has been during berry season. Further investigation of the archaeological site and a detailed mapping of hawthorn trees may allow a relocation of the road, and better protect resources and increase visitor safety. A thoughtful design in such a critical location might attract funding, both for a full archeological study and road realignment.

The decision to abandon the idea of a separate pathway around the historic section of the road is likely to be unsafe. Regardless of what the Park Service intends, the Moose Wilson Road will be used more and more by inexperienced bicyclists. This section of road has grades over 10%. That does not meet any standard for a pathway. This section may be too dangerous as bicycle use increases. There may be some added danger by having bicyclists on a pathway that is not adjacent to a road. However, to date, no bicyclist has been killed by grizzly bear, but two have died in the park when hit by vehicles.

In reaching a final decision, regardless of what it is, I hope the National Park Service can incorporate as much flexibility as possible. Adaptive Management is a good policy, but it should allow not only changes in management, but also future changes to improvements as a situation changes. These two parts of the Preferred Alternative, where resource protection has outweighed visitor safety, may turn out to be unworkable in the long run. As part of Adapted Management the Park Service should retain the option of changing the design in the future based upon changing conditions, without necessitating another full EIS process. Since all the improvements proposed in the DEIS are subject to funding, the Park Service cannot predict which improvements will be implemented when. It may be over a decade before some of the improvements are constructed. This is another reason to retain flexibility, since conditions are likely to change further over the years.

Transit.

The lack of a robust discussion of transit is the single greatest omission in this DEIS. Throughout the document, visitor use is quantified as 2.7 persons per

vehicle. The impact of two or three people in a car is not one third of the impact of nine people in a larger vehicle. This is especially true when people do

not get out of the vehicle. Adaptive Management should consider real impacts, not ones based on false assumptions. The goal should be to allow increase

in visitor use in this part of the park while decreasing impacts. Transit is the key. Road closures due to wildlife are likely to continue to occur. Instead of

making these absolute road closures, the Park Service should allow vehicles that are driven by concessionaires. This would include private tours such as

run by the Teton Science Schools, but also should include public transit that might run vans between Teton Village and Moose. Imagine a van full of

tourists seeing bears up close for the first time in their lives from the safety of a van. This would be comparable to tours in the Serengeti.

Complete Separate Pathway, Particularly for Steep, Dangerous Road Sections.

As stated above, the Park Service should still support building a separate pathway that bypasses the historic section of road from the LSR Preserve entrance

south to the old south entrance to the JY Ranch. In addition, I support a complete and separate pathway as shown in alternative D. Why is a complete

pathway the right decision? It would provide the greatest visitor safety and visitor enjoyment and would create a safe and easy option for many visitors who

would otherwise use a private vehicle. Yes, a pathway through this area would require additional management expense and occasional closures due to wild

life, but it would provide much greater visitor enjoyment and engagement and allow much more flexibility for Adaptive Management.

The Moose Wilson Road with transit and a complete pathway parallel to it offers the National Park Service an opportunity to move towards its over-

arching goal of increasing diversity in the visitation to National Parks. This will not only be a path used by experienced bicyclists, but, like the path to

Jenny Lake, it will be used by a great diversity of individuals and families.

I realize that this pathway would increase impacts on wildlife habitat. I believe the existing decision document considered that and came to a reasonable

balance by proposing a separate pathway for the steep, winding, historic section. Note that by following the old R Lazy S road and then crossing over to the

levee access road, this pathway could be constructed almost entirely on existing gravel road beds. The other steep section of road is just south of Moose,

where the Moose Wilson Road climbs the dugway onto the bench above the Sawmill Ponds. A separate pathway should be considered to bypass this

section, using the old road dugway that is farther east.

I prefer a complete pathway for visitor enjoyment and management flexibility. However, for visitor safety, at least the steep sections of the road should

have separate pathways. This is the fore-country of a National Park, where even inexperienced visitors should feel safe and welcomed.

Adaptive Management of Private Vehicles.

Although I strongly support the objective of limiting private vehicles, I believe that the details need much more study, and implementation will need great

flexibility. For example, a number of small parking areas along the Moose Wilson Road have not been taken into account, such as the horse trailer parking

near the south entrance and the parking lot at the junction with the Death Canyon Road. The limit of 200 cars at one time in the corridor still does not make

sense to me. I do not understand how cars that are parked in the corridor for long periods will be taken into account.

Most importantly, it is an erroneous and simplistic notion that 2.7 persons per vehicle times the number of vehicles directly relates to the overall carrying

capacity for the corridor. This needs much more study. As stated above, multi-passenger vans should be encouraged so that more people can visit the

corridor with less impact. Toward this end, the entrance stations at each end should allow multi-passenger vans to bypass any queue. Bicycles should also

be allowed to bypass. Further carrying capacity and visitor enjoyment studies should be used to see if and when a true carrying capacity is reached for

visitors, not simply based upon vehicles.

Death Canyon Trailhead.

The death Canyon trailhead should be relocated roughly as shown in alternative B, but slightly closer to the existing trailhead. However the number of

parking spaces should be as shown in alternative C. When designing the layout of this parking lot, the Park Service should consider terminating it at the

corner where the loading ramp for stock trucks was located, about 1000 feet back from the existing end of the road/parking area. This area is well drained,

and a series of parking areas could be established with this as the farthest one and other lots stepping back towards White Grass Ranch.

Why should the trailhead be located here and not as shown in the Preferred Alternative? The hike from this trailhead, especially if one is just going to the

Phelps Lake Overlook, is very popular for multigenerational groups, inexperienced hikers, and hikers of limited physical ability. By moving the parking

area to this location, this enjoyable half-day hike will be less than one-quarter mile longer. Since the road will no longer access the Ranger Cabin, hikers

will still be immediately on the trail and away from vehicles. In contrast, the Preferred Alternative would have hikers paralleling the access road to the

White Grass Ranch for about one-half mile. No one enjoys starting a hike only to have an "authorized vehicle" drive past you on a road that you are not

allowed to use. This would not only lengthen the hike significantly, but also would change the character of the hike substantially, making it much less

desirable for the variety of people that it now serves. The Preferred Alternative inadvertently favors the fittest hikers over the variety of hikers that now use

this trail.

By locating the parking lot approximately as shown in Alternative B, the Park service can still reclaim all of the access road that now crosses the streams

from Stewart Draw, and the parallel section of roads is still consolidated. This Modified Alternative B retains only a slight additional road as compared to

the Preferred Alternative, but is a much better result for a diversity of Park visitors.

Thanks for your consideration.

Sincerely, Bill Resor

Correspondence ID: 3161

Project:

48252

Document:

68894

Name: N/A, N/A

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Alternative C seems to be the most appropriate choice to accommodate both land, animals and humans in this beautiful environment.

Let's make this an accessible, safe and protected area for all.

Correspondence ID:

3162 Project:48252 Document: 68894

Name:

Simms, Barbara V

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Regarding the decision the Park Service will be making about the road section between Moose and Wilson, Wyoming:

We are pleased with the commitments our Community has made in recent years to construct and maintain a number of bike paths that link different areas

of the Valley, allowing and encouraging a safer means of travel other than motorized vehicles. However, we do not support an additional bike path along

the Moose-Wilson Road.

The Moose-Wilson road is a gem within Grand Teton National Park. We view it as a special place to appreciate the creatures and the habitat in which they

live, rather than a means of getting from Point A to Point B. The narrow, twisty, dusty or muddy, rocky road is appropriate for sightseeing along the way

and, we believe, in keeping with the LSR and the mission of GTNP. Improving the road for safety and comfort is fine IF the speed can be kept L-O-W.

Two additional points - safety and accessibility. Given the presence of moose and bear along this corridor, we are concerned about the safety of both bikers

and animals, and we already have a bike pathway that links Teton Village to Jackson to Moose to Jenny Lake.

Thank you,

Barbara & John Simms

Correspondence ID:

3164 Project:48252 Document: 68894

Name:

Bishop, Mike

Address:

Jackson, WY 83002

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: WHERE'S THE BIKE PATH?

Haven't you boxed yourself into a corner? You've already built 15 (?) miles of bike path (with the Town providing another 30 miles). There's only 8 miles

to go before a magnificent loop is created... one that would be the envy of the entire National Park System. If you finish the loop, the bike path system will

be cherished for generations, and will be a monument to the progressive ideals of the National Park Service.

BUT IF YOU DON'T BUILD IT, A GENERATION WILL SEE THE GAP AND MARVEL AT THE INCOMPETENCE OF GOVERNMENT.

We all know that the path is to be paid for with private funds. You can't plead poverty. The only reason not to build the path is your incomprehensible objections.

So it's your choice: Do something great! or be an example of how stupid government can be. The choice seems pretty easy to me.

Mike Bishop

Correspondence ID:

3165 Project:48252 Document: 68894

Name:

Brown, Helen

Address:

Casper, WY 82604

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Grand Teton National Park,

Thank you for the opportunity to comment on the draft Moose-Wilson Corridor EIS.

It is wonderful that there will be improvements to the Moose-Wilson Road. I hope that all good ideas and comments will be thoroughly vetted.

Please make the following improvements to the draft EIS:

1. The corridor fails to address those who have regularly traveled from eastern Wyoming to places in Teton Village and bought residences expecting the road to be available as it has been in the past.

This also includes residents and families and employees in nearby areas that regularly support and visit the park and use the road as the most direct route.

The longer route in the warmer months will add considerable greenhouse gases also to the plan due to the longer distances driven. Wyoming residents have

long been partners and contributors to the park.

Allow Wyoming residents with a Teton Village address (and nearby) and a Wyoming resident east of here access by car without long waits.

2. Include a well-designed pathway along Moose-Wilson corridor for park visitors biking, walking and to serve people with disabilities. There have been numerous comments supporting this issue. I believe this is a huge safety issue in addition to a usage issue.

Build the pathway in two phases:

The draft plan failed to consider the needs of people walking. This is a separate mode of travel from biking, and the NPS should include the option for

people to walk along the corridor.

3. Along with adding a pathway, the NPS should partner with the community on an alternative-fuel transit shuttle to provide new options for people and reduce private vehicle pressure and carbon emissions on the Moose-Wilson road.

4. Include Regional Transportation in the Final EIS. This topic is integral to Moose-Wilson, but was dismissed from consideration. Teton County has

adopted a Comprehensive Plan and Integrated Transportation Plan that specifically calls for a regional approach to shared transportation challenges. The

NPS should include this significant partnership opportunity in the Moose-Wilson plan.

5. Address Air Quality and Climate Change. These related topics should not have been dismissed in the EIS. Both are very important to include in the

Moose-Wilson Corridor plan. The NPS has a responsibility to protect air quality in the National Park, and to take positive steps like the pathway to help

combat climate change in this plan. By forcing vehicles to go to the Teton Village by the considerably longer route adds to greenhouse gases.

6. Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the

proposed use levels to any natural resource impacts or outcome. Manage private motor vehicles to a reasonable limit, and allow more people when they

choose alternative modes. Personally A BYPASS AND SWITCHING BOTH ROADS TO ONE WAY WOULD BE A MUCH MORE REASONABLE

SOLUTION.

The 550 person limit also does not address day hikers that park and hike for a day or longer.

There could be serious delays or such severely restricted access that the end result would be a big messy traffic jam.

7. Winter access. The NPS should improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson

road and new pathway in the winter. A groomed trail would enhance winter access for Nordic skiing, walking, snowshoes, and fat bikes on the road and

pathway. This is another area where partnerships are feasible to assist the park.

Sincerely,

Helen Brown

Casper, WY and Teton Village, WY

Correspondence ID:

3166 Project:48252 Document: 68894

Name:

Brown, Julia

Address:

Houston, TX 77096

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Dear Grand Teton National Park,

Thank you for the opportunity to comment on the draft Moose-Wilson Corridor EIS.

It is wonderful that there will be improvements to the Moose-Wilson Road. I hope that all good ideas and comments will be thoroughly vetted.

Please make the following improvements to the draft EIS:

1. The corridor fails to address those who have regularly traveled from eastern Wyoming to places in Teton Village and bought residences expecting the road to be available as it has been in the past.

This also includes residents and families and employees in nearby areas that regularly support and visit the park and use the road as the most direct route.

The longer route in the warmer months will add considerable greenhouse gases also to the plan due to the longer distances driven. Wyoming residents have long been partners and contributors to the park.

Allow Wyoming residents with a Teton Village address (and nearby) and a Wyoming resident east of here access by car without long waits.

2. Include a well-designed pathway along Moose-Wilson corridor for park visitors biking, walking and to serve people with disabilities. There have been numerous comments supporting this issue. I believe this is a huge safety issue in addition to a usage issue.

Build the pathway in two phases:

The draft plan failed to consider the needs of people walking. This is a separate mode of travel from biking, and the NPS should include the option for people to walk along the corridor.

3. Along with adding a pathway, the NPS should partner with the community on an alternative-fuel transit shuttle to provide new options for people and reduce private vehicle pressure and carbon emissions on the Moose-Wilson road.

4. Include Regional Transportation in the Final EIS. This topic is integral to Moose-Wilson, but was dismissed from consideration. Teton County has adopted a Comprehensive Plan and Integrated Transportation Plan that specifically calls for a regional approach to shared transportation challenges. The NPS should include this significant partnership opportunity in the Moose-Wilson plan.

5. Address Air Quality and Climate Change. These related topics should not have been dismissed in the EIS. Both are very important to include in the

Moose-Wilson Corridor plan. The NPS has a responsibility to protect air quality in the National Park, and to take positive steps like the pathway to help

combat climate change in this plan. By forcing vehicles to go to the Teton Village by the considerably longer route adds to greenhouse gases.

6. Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the

proposed use levels to any natural resource impacts or outcome. Manage private motor vehicles to a reasonable limit, and allow more people when they

choose alternative modes. Personally A BYPASS AND SWITCHING BOTH ROADS TO ONE WAY WOULD BE A MUCH MORE REASONABLE

SOLUTION.

The 550 person limit also does not address day hikers that park and hike for a day or longer.

There could be serious delays or such severely restricted access that the end result would be a big messy traffic jam.

7. Winter access. The NPS should improve the winter season elements in the final decision and allow grooming the unplowed sections of Moose Wilson

road and new pathway in the winter. A groomed trail would enhance winter access for Nordic skiing, walking, snowshoes, and fat bikes on the road and

pathway. This is another area where partnerships are feasible to assist the park.

I strongly support Alternative C because it protects people by slowing traffic down, but most importantly its better for the wildlife because the traffic is

slower and controlled. It also prevents wildlife loss of habitat because of new construction.

Correspondence ID:

3169 Project:48252 Document: 68894

Name:

Kroposki, Michael

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 18:52:15

Correspondence Type:

Web Form

Correspondence: Summary, I strongly disagree with the proposed "preferred alternative" in the above mentioned DEIS. It is cumbersome, non-effective

and probably non functional. Additional alternatives are needed.

The preferred alternative eliminates consideration of a separate bicycle path without doing a hard thorough discussion of alternatives and their impacts. As

a person who has many times over the years biked up to Jenny Lake via the Moose Wilson Road I have direct personal knowledge of the safety hazards of

biking on this road. While paving the unpaved sections will reduce environmental degradation it will increase the travel hazards for bikers. Narrow paved

roads are a well know hazard for biking. Paving will increase vehicle speeds and leave less room for safe passing of bikes by cars.

The traffic queuing system proposed will create an area of auto exhaust fumes which the biker must ride through. Yellowstone Park had this problem when

snowmobiles used to line up to enter at the park gates. Fumes from idling vehicles are a recognized health hazard. The DEIS's mention of this adverse

impact from their proposed action with a short reference to discouraging idling is insufficient ,it requires a hard thorough discussion. For example a clear

statement of how the discouragement (prohibition?) of idling in the queuing lines will be done with the limited staff available.

Further the idling autos in the queue are a waste of gas (energy). 40 CFR 1502.16 requires (e). " It (The EIS) shall include a discussion of ...(e) Energy

requirements and conservation potential of various alternatives and mitigation measures."

While the construction of a separate bike path along side the Moose Wilson Road will adversely impact animal habitat there appears to be a good readily

available alternative. Using the Levee road as a bike path would only require construction of a short connection at Poker Flats and construction of a

lightweight wooden bridge to connect to the Levee Road on the airport side of the river. Even without the bridge connection bikers could just reconnect to

the Moose Wilson Road at the Rockefeller Preserve. Such a connection was part of the GTNP 2007 Transportation plan. " The 2007 Record of Decision for

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addressed with a simple requirement that all bikers carry bear spray to enter the park! An full explanation as to why the bike path is not preferred is

required to overcome the precedent of the previous approval. The bike path in Alternative D is a good solution. However coupling it with the provision for

maintaining an unpaved section of the road is wrong since the two provisions have no connection and the unpopularity of the unpaved road will tend to

defeat the bike path along with paving controversy. The bike path needs a separate consideration as an alternative.

In recent years I have taken to driving with my bike from Teton Village to Moose, parking and biking on the bike path there to Jenny Lake because of the

increased traffic volume on the Moose Wilson road. The proposed traffic control queuing will likely cause me to leave earlier in the day to avoid a long

line up. Since dawn and dusk are particular times for increased animal movement, spreading out of traffic volume into these times by the control

mechanism will result adverse impacts on wildlife which must be more fully analyzed and discussed in the DEIS.

The traffic control procedure will require the construction of substantial space for queuing traffic off of the traveled road. Otherwise waiting lines of

vehicles will block emergency access by ambulance, police, fire and other rescue vehicles. The construction of automated signage some miles before the

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vehicles will attempt to turn around where there insufficient space and cause jam ups or even accidents! It appears that only one additional person (FTE) is

planned for at each end of the corridor to operate the traffic control system (DFEIS Page 611). The adequacy of this estimate needs more explanation. The

cost of construction of required facilities and the cost of operation must be compared with the cost of possible more realistic alternatives. There appears to

be only 2. A mass transit system or improved road capacity. Teton Village has successfully controlled traffic volume on the section of the Moose Wilson

Road which serves them with a mass transit system, the NPS should follow this example. Again a hard thorough discussion of this alternative must be

added to the DEIS.

The second alternative is expanding road capacity. Since it appears that the NPS has concluded that straightening and widening of Moose Wilson Road is

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suggested bike path above.

Planning for a reasonable functional alternative must start soon. With reports of record numbers of visitors to GTNP in the last year, the need to

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Reduce or eliminate idling of public vehicles". Therefore visitors must sit in cars with the air conditioning off while in the queues! Enforcement of this

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impaired. As an adjacent property owner of GTNP, I have a particular right of passage under the Access to Private and Public Land statute, PL 81-787. The

NPS must make specific accommodation for such rights holders in any traffic control procedure. A permanent pass could be issued so that such rights

holders would be allowed to pass ahead of other casual visitors.

As a resident of Teton County, I am aware of the County's letter endorsing Alternative C. I would point out that this endorsement was not unanimous and is

self contradictory. The County has a very well established policy of building separate bike paths where needed. In fact they have built paths right up the

boundaries of GTNP. Their letter specifically mentions safety concerns with the lack of separate bike travel lanes on sections of the Moose Wilson road in

the park. Their letter of endorsement should be recognized as nothing more than an expression of the economic interests of their Town constituents. Safety

concerns should far out weight some minor economic interests.

It appears that the DEIS addresses protection of animal habitat without reasonable consideration of safe and practical passage for visitors. NEPA requires a

hard look at all aspects of the human environment not just animal habitat.

Respectfully submitted,

Michael Kroposki

Correspondence ID:

3170 Project:48252 Document: 68894

Name:

Stevens, Sally

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: We need to ask "is this the vision that the Rockefellers had?" To have a pathway with lycra-clad bicycling racing thru this wildlife

preserve? NO!! Wildlife matters, especially here. I

I fully support limiting the number of cars allowed at a time and a greatly reduced speed limit.

Thank you, Sally Stevens

Correspondence ID:

3172 Project: 48252 Document: 68894

Name:

Craighead, Charlie S

Address:

Moose, WY 83012

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 19:09:44

Correspondence Type:

Web Form

Correspondence: Even before it opened its gates in 1929, Grand Teton National Park has been the setting for a relentless struggle for the landscape's

future. While most now agree that conservation is crucial, there's been a steady stream of ideas to "improve" the park. Some of these have originated

outside the national park system, and some from within.

For the most part, these "improvements" have had minimal impact on the park. As an inholder in Grand Teton and a resident of Moose for 66 years, I can

say without reservation that the park has stayed remarkably intact during my life. Most of the changes I've seen are slight concessions to the exponential

growth in visitation, effects of the valley's steadily growing population, and a warming climate.

Now, however, the movement to "up-zone" the Moose-Wilson Corridor and change it from a rural back road into a major traffic through-way with

accompanying pathway forebodes an ominous direction.

While I can support the need for minor roadwork, and applaud the decision to limit traffic, I believe a separate pathway would be a disaster. All of the

environmental concerns aside - loss of habitat, the introduction of noxious weeds and ensuing long-term poisoning, the potential for euthanizing problem

wildlife - the pathway system in Grand Teton is essentially a multi-million dollar recreation facility. It has no more to do with transportation than do kayaks

and canoes on the Snake River. Adding this section of pathway will only put more pressure on park officials to extend the existing pathways even farther.

Now that the pathway has terraformed its way north to reach the Antelope Flats Road, I fear a concerted effort will soon develop to extend the pathway

along the entire Kelly loop from its current end at Ditch Creek back around to the Gros Ventre Junction. Dumping hundreds of cyclists onto the narrow

Antelope Flats Road, with its RVs, tour buses, commercial vehicles, and resident bison herd will be ugly. Please stop this recreational movement in its

tracks, and keep a separate pathway off the table for Moose-Wilson.

Correspondence ID:

3174 Project:48252 Document: 68894

Name:

Cox, Alicia M

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Yellowstone-Teton Clean Cities Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,30,2016 19:27:56

Correspondence Type:

Web Form

Correspondence: Yellowstone-Teton Clean Cities would like to thank GTNP for the thorough and thoughtful process utilized for the Moose-Wilson

corridor Draft EIS. We agree with and support the NPS Preferred Alternative, Alternative C. The mission of Yellowstone-Teton Clean Cities is to reduce

petroleum use in the regional transportation sector, we primarily accomplish this through alternative fuels, strategies and technologies. Yellowstone-Teton

Clean Cities (YTCC) is pleased to see opportunities for petroleum reduction in the preferred alternative. We would like to comment on the concepts

relevant to our mission and expertise.

Key Element 3-"Address increases in traffic and volume-related congestion on Moose-Wilson Road by limited the number of vehicles entering the corridor

at any one time during peak use periods through timed sequencing technique". Yellowstone-Teton Clean Cities would like to encourage Grand Teton

National Park to continue and expand their current idle-reduction educational campaign to prevent visitors from unnecessary idling. If properly executed

this element has the potential to greatly reduce petroleum use and thus greenhouse gas emissions.

Yellowstone-Teton Clean Cities supports all the Traffic Management Along Moose-Wilson Road elements. As the fourth bullet mentions, "a corridor

reservation system or transit system may be considered." YTCC would like to encourage the use of an all electric transit or shuttle system. This would

allow for zero tailpipe emissions and minimal noise pollution.

Under commercial activity it is noted that shuttle services could be authorized by park management, YTCC would like to suggest these shuttles be required

to be fueled by an alternative fuel, such as electric, to allow for a reduction in petroleum use, greenhouse gas emissions and noise pollution.

Since 2012 Yellowstone-Teton Clean Cities has helped Grand Teton and Yellowstone National Parks secure ~\$750,000.00 in funding, allowing the parks

to purchase alternative fuel vehicles to the parks, initiate an idle-reduction campaign and install electric vehicle charging stations. YTCC would like to

provide support and expertise to the elements in this program outlined above and we would like to thank GTNP for including petroleum reduction and

greenhouse reduction elements in the draft EIS.

Kind Regards,

Alicia Cox

Executive Director

Yellowstone-Teton Clean Cities

Correspondence ID:

3175 Project: 48252 Document: 68894

Name:

Turley, M.

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Teton Village ISD, Water & Sewer District, Fire District, Resort District, Association ISD Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,30,2016 19:30:06

Correspondence Type:

Web Form

Correspondence: January 30, 2016

Dear Superintendent Vela,

Teton Village is the closest adjacent neighbor to the Southern entrance to Grand Teton National Park via the Moose Wilson Road. We are a complete

neighborhood,

governed by five special districts that are recognized under Wyoming Law as common forms of local government. We know that the National Park Service

works closely, respectfully and positively with many gateway communities nationwide and we are writing with the hope that GTNP will work with us in

the same spirit on the proposed plans for the Moose Wilson corridor. Collectively, the residents and business owners of Teton Village want to help the park

make Alternative C better.

Teton Village is proudly a green community, and we're concerned about access, safety and the environment. The draft preferred alternative limits the

diversity of visitors to the Moose Wilson corridor, and we don't understand how this public access exclusivity provides for the "enjoyment, education, and

inspiration of this and future generations in our national park" as is so proudly stated in the mission statement of the National Park Service. We are

concerned about disturbing language in the executive summary of the Moose Wilson draft EIS that calls the Moose Wilson road entrance adjacent to Teton

Village "the back door" to the park, as though it were a door that could be closed. We have to ask, where is the front door? And is that a positive way to

work with your most adjacent neighboring community?

While we are troubled about what limited access to the Moose Wilson Road means for Teton Village, we are also disappointed to see a plan that shifts

traffic impacts to other parts of our community in a larger way, increasing traffic on other roads on the both sides of the Snake river. We would like to see

serious consideration of the human safety impacts of this plan because statistics show that national park visitors die in far greater numbers from vehicles

than wildlife. And in light of the recent Paris Accords on mitigating climate change and reducing greenhouse gas emissions, we are disappointed by the

proposed plans that increase carbon emissions in our neighborhood. We are certain there is a better solution.

Reducing vehicles in the Moose Wilson corridor is a worthy goal, but unnecessarily limiting human access, risking human safety and creating more traffic

and emissions throughout the Valley are not. It's important to find the right balance, and it's possible, with the following critical improvements to the

Moose Wilson Corridor plan:

- Outline reasonable alternatives for transit in the Corridor in the plan. Teton Village supports a robust transit program, and the Teton Village

Association has offered to partner with Grand Teton National Park to connect with eco-transit shuttles into the park.

- Implement a pilot transit system on Moose Wilson Road before constructing proposed automobile queuing lanes.

- Provide more data and involve local leaders to set a fact-based, rational limit on vehicles in the corridor that protects Park resources and provide

sufficient access opportunities for visitors.

- Conduct a human safety study that focuses on vulnerable users like cyclists, hikers and horseback riders to outline metrics for a future pathway using existing roadways already disturbed on the Levy Road, as approved in the Park's 2007 plan.
- Study the air quality impacts of the plan.

The NPS has asked for comments that detail the "why" or "how". We think the analysis submitted by TVA Improvement and Service District speaks to that

request in helpful detail. We ask you to review it carefully and fully, and see it in the way that it was intended - as the most detailed and helpful

comments your nearest neighborhood cares about deeply.

Sincerely,

Teton Village Improvement & Service District

Teton Village Water & Sewer District

Teton Village Fire District

Teton Village Resort District

Teton Village Association Improvement & Service District

Correspondence ID:

3176 Project:48252 Document: 68894

Name:

Phibbs, Henry (Hank)

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 19:30:29

Correspondence Type:

Web Form

Correspondence: January 30, 2016

David Vela, Superintendant

Grand Teton National Park

PO Drawer 170

Moose, WY 83012-0170

Comments on the Moose-Wilson Corridor Comprehensive Management Plan Draft Environmental Impact Statement

Dear Superintendant Vela:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the Moose Wilson Corridor Comprehensive Management Plan

in Grand Teton National Park.

Thanks to you and your hard working staff at Grand Teton National Park for the effort involved in putting together the Draft Environmental Impact

Statement (DEIS).

The DEIS includes a long overdue positive step, which is the paving of the currently unpaved southern portion of the road. This is something that should

have been done a long time ago, as the unpaved section requires chemical treatment several times each year. The chemical treatment is not beneficial to the

surrounding environment. The paving should create a narrow road surface and should include traffic calming elements such as speed bumps.

The DEIS recognizes that the volume of vehicular traffic on the road is only a problem for a short period in July and August, and then only during certain

times of day. During those specific times the DEIS proposes to use smart traffic management technology, such as electronic signage in locations far enough

away from the Moose Wilson road to allow visitors to learn of delays and adjust their visitation routes. I strongly support this approach.

Traffic management is a key element in maintaining a high quality visitor experience along the Moose Wilson road. There are certain times during the

busiest summer days when traffic volume on the road is so large that the opportunity for a pleasant and slow journey on a beautiful winding road is

virtually gone. During those busy times an adaptive management plan for traffic is needed. The park has committed to adopt and utilize such a plan. The

foundation for any credible adaptive management plan is a starting point based on transparent factual analysis of values and impacts. The starting point for

the adaptive management plan for the Moose Wilson road must be based on visitor experience and resource impacts. The capacity on the road in your

preferred alternative (the starting point) is not based on either visitor experience or resource impacts. The survey you recently conducted indicates that

visitors do not feel that current traffic levels make their experience unsatisfactory. You should create a process and standards based on visitor experience

and resource impacts to set a baseline carrying capacity, and include a transparent process to measure over time whether the capacity can be increased or

should be decreased to meet the standards.

The adaptive management plan proposed in Alternative C does not take into account the number of cars parked in lots within the Moose Wilson road

corridor, which can be as many as 150. Many of those cars enter early and carry people who are going on day long hiking or climbing excursions. If they

are included in your number calculations for later in the day when traffic limits may have to be activated, your adaptive management plan is fundamentally

flawed. The visitors can be asked as they enter whether they are parking for day long or longer excursions, and if they are, they should not be counted in

the calculation that triggers the limits.

The proposed Alternative C includes overall carrying capacity for the corridor area. It is unfortunate that the overall carrying capacity proposed for the

corridor is not based on site specific user experience data. As someone who has hiked the trails in Grand Teton for 40 years, I can confirm based on my

user experience that current use levels on the Death Canyon trail are not excessive. The use limit for the Death Canyon trail in Alternative C of 220 people

daily has no user experience data to support it. It is simply created from the average number of cars in the trailhead parking area multiplied by an average

number of people per car. If the park proposes to manage the use of trails within the "corridor", it needs to develop a more credible method of measuring

user experience to set the initial baseline and standard for adaptive management into the future.

Your preferred alternative, Alternative C, has some issues that need to be addressed in terms of public access and stewardship. The first is your proposal to

move the Death Canyon trailhead back 1 mile. That doubles the length of trail that visitors must walk to get to the Phelps Lake overlook with the sweeping

views to the east, south and west. For a lot of senior visitors to the park that single step may effectively remove their opportunity to enjoy a manageable

walk with a great view. If you moved the first section of the unpaved road north onto the old White Grass meadow road you could have the parking area

where the road turns south and that would only lengthen the hike to the overlook by .4 mile. You would also provide access to the "historic" White Grass

Ranch buildings. That is the action proposed in Alternative B. Please adopt this action in your preferred alternative.

The failure to consider transit opportunities is truly unfortunate. One of the main reasons for the preparation of the Moose Wilson Corridor Comprehensive

Management Plan was stated to be the increase in vehicular traffic after the 2007 Park Transportation Plan was carefully prepared and adopted. Transit is

an effective way to address the traffic problem and should have been analyzed and considered in a comprehensive way. The vision expressed in the DEIS

has Grand Teton National Park frozen in the old approach of having visitors trapped in lines of cars, experiencing this extraordinary park by looking out the

window. The consideration of transit choices and opportunities should have been in a separate category and not lumped in with other "commercial

activity". Please correct this failure of vision and stewardship in the final EIS and decision.

The failure of your preferred alternative to relocate the section of the Moose Wilson Road between the Sawmill Ponds Overlook and the Death Canyon

Road junction is a profound failure of stewardship. In the 2007 Transportation Plan adopted for Grand Teton National Park, it was clearly recognized that

the current location of this section of the Moose Wilson Road needed to be moved away from the hillside that provided an important fall food source to

bears, and the wetlands and water complex immediately east of the current road location. There was strong support for and no opposition for this relocation

proposal.

In the 2015 draft EIS proposed alternative C, the road relocation is no longer proposed. Instead, that relocation is sacrificed to a poorly defined

archeological area that has been known to the Park for decades. Why was it not an impediment in 2007? It is a true failure of stewardship to create a

nuclear choice between critical wildlife habitat and wetlands protection, versus archeological site protection, and elect to sacrifice one for the other without

a fact based and transparent process. The proper approach to this matter is to adopt a process to fully evaluate this archeological site first, and then

determine whether a road relocation can be configured to minimize adverse impacts to that site. The Wyoming State Historic Preservation Office clearly

believes this is possible. Please start with the facts including the actual size and location of the site and what is actually there, and then determine, using

your formal procedures and the assistance of the Wyoming State Historic Preservation Office, whether it is possible to configure a road relocation that

substantially protects the actual site.

Thanks again for your hard work and the opportunity to comment on this important matter.

Very truly yours,

Henry C. Phibbs II

Correspondence ID:

3177 Project: 48252 Document: 68894

Name:

Kroposki, Michael

Address:

Teton Village, WY 83025

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: REVISED

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Road which serves them with a mass transit system, the NPS should follow this example. Again a hard thorough discussion of this alternative must be

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the park. Their letter of endorsement should be recognized as nothing more than an expression of the economic interests of their Town constituents. Safety

concerns should far out weight some minor economic interests.

It appears that the DEIS addresses protection of animal habitat without reasonable consideration of safe and practical passage for visitors. NEPA requires a

hard look at all aspects of the human environment not just animal habitat.

Respectfully submitted,

Michael Kroposki

Correspondence ID:

3178 Project: 48252 Document: 68894

Name:

Ellerstein, Jim

Address:

Jackson, WY 83001

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Sirs,

I'm strongly opposed to your plan for 2 reasons: no bike path, and restricting access to only 200 cars seems absurd in the light in increased visitation.

First off: hasn't every road except the Moose/Teton Village road been relocated and improved in Grand Teton National Park? I know the answer, it's YES.

Every road has been improved over the years except this one. So why the holdout? Why is this road special? Why can't it be widened, straightened and

perhaps moved like EVERY OTHER ROAD IN THE PARK has? Do you think there will ever be fewer people who want to visit?

As far as wildlife goes, there are paved roads through wildlife habitat in Yellowstone National Park, and nobody is talking about restricting use. Why is this

road special?

Tell me: is there another road in any National Park in America where motor vehicles are restricted AND there is NOT a public transit option? I can't think

of any. It's unprecedented. Your option is literally the laziest, cheapest and most unimaginative option possible. It's a disgrace to the ideals of our proud

National Park System.

Secondly, where's the bike path? The loop is almost completed. Just finish the job. It's being paid for by private funds. The only reason to not build it is

your irrational stubbornness. Bikes a such a better way to see nature than from inside a car. They represent everything a National Park should stand for.

You can do better. And if you don't, I'll be sure publicize everybody's names who are responsible.

Cheers

Jim

Correspondence ID:

3179 Project:48252 Document: 68894

Name:

Bellamy, Jim

Address:

Grand Junction, CO 81507

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I support Alternative C, the Preferred Alternative. I am strongly opposed to the construction of a separated pathway along the Moose-

Wilson Corridor. A separated pathway would cater primarily to local bicyclists. While I empathize with their enthusiasm for this excellent form of

recreation, I believe that there are more than sufficient pathways inside the park, in the surrounding area, and connecting the two. Grand Teton is a national

park and management decisions need to be based on the interests of the wider public, and of course on the NPS mission, the park's enabling legislation, and

relevant law and policy. The principal tenants of the NPS Organic Act are resource conservation and public enjoyment. However, the Act makes it clear

that public enjoyment must leave the parks unimpaired for the enjoyment of future generations. The National Park System General Authorities Act of 1970

and its amendment in 1978 further clarify that management of parks should not derogate park purposes and values, and that if a conflict occurs between

visitor use and protection of resources, the intent of Congress is to favor resource protection. A separated pathway would conflict with Grand Teton

National Park resources, particularly with the rich wildlife of the Moose-Wilson corridor. I also oppose winter grooming along the Moose-Wilson Road.

The recreational opportunities that this would provide are already offered in and near the Park, and the Moose-Wilson Corridor provides a different, more natural, experience.

Correspondence ID:

3181 Project:48252 Document: 68894

Name:

Rogers, John C

Address:

hermosa Beach, CA 90254

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I have driven the moose wilson road many times hoping to see some of the wildlife that make their home in the area.

The small narrow ambling road is crowded in the summer because it's the only small cool back road that is near to town. Many times we have passed and

been passed by cyclists traveling the same road because of it's back roads character. My wife and I have cycled to Moose from Wilson with the cars

keeping their speeds slow it's a great ride

No bike path please the road is fine for both cars and bikes.

I believe that the main purpose of the National Parks is to provide an opportunity to connect with nature, and I don't think this can be done from the inside

of a vehicle. A safe route through the natural world should be our goal; this means a separate bike and pedestrian lane. Please continue the bike/pedestrian

route that the towns and private owners have established along the road.

If you use my comments, please allow me to remain anonymous.

Correspondence ID:

3183 Project:48252 Document: 68894

Name:

Young, Tim

Address:

Wilson, WY 83014

United States of America

Outside Organization:

Wyoming Pathways Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence:

January 30, 2016

Grand Teton National Park

ATTN: Moose-Wilson Planning Team

P.O. Drawer 170

Moose, WY 83012-0170

Subject: Moose-Wilson Corridor Comprehensive Management Plan Draft EIS comment

Dear Superintendent Vela and Regional Director Masica:

Thank you for the opportunity to provide input on the Moose-Wilson Corridor Comprehensive Management Plan Draft Environmental Impact Statement

(DEIS). This letter contains the comments of Wyoming Pathways on the October 2015 DEIS.

Wyoming Pathways is the statewide nonprofit organization representing people who bicycle and walk, including human-powered winter activities of cross-

country skiing, fat biking and snowshoe travel. These nonmotorized modes of access provide many benefits to National Parks and park visitors, including

efficient transportation solutions and enjoyable recreation to experience the parks. These modes of travel also enhance public health, support sustainable

economic development, align with the National Park Service Management Policies, and are recognized in the NPS vision for the future in the Call to

Action for the NPS Centennial and second century vision.

Wyoming Pathways does not support the Proposed Alternative C in the DEIS without significant improvements. Please consider the following comments

in developing the final EIS, which we believe will greatly improve the outcomes for the park resources and visitor access and experience. The comments

are generally organized in the order of the EIS layout.

PURPOSE OF THE PLAN:

The stated purpose of the Moose-Wilson Corridor Plan (DEIS p. 5) is to establish a long-term vision and management strategies to ensure the protection of

significant national park resources and values. We concur that is an important purpose, however it is incomplete without also acknowledging that the

purpose also includes the need to provide for the enjoyment of the same resources and values, as the Organic Act of 1916 clearly states.

The emphasis on the former, and lack of adequate consideration for the latter is a cause for concern with the draft EIS and the NPS Preferred Alternative C.

PROJECT AREA:

The project area in the plan seems to be arbitrary at about 10,300 acres, given the wildlife movement maps which show wildlife broadly present inside and

outside of the Moose-Wilson Corridor. The DEIS narrowly defines the Moose-Wilson Corridor, without adequately acknowledging the connections at

Moose in the north, and Teton Village a short distance south of the Granite Entry. This is evident on the map on page 4, which seems to create a special

Moose-Wilson National Park within Grand Teton National Park. That should be the role of Congress, not the National Park Service.

It is not until page 295 in the DEIS that a Vicinity Map provides context of where Moose-Wilson is in relation to the key origins and destinations of visitors

and park employees. The Moose-Wilson Corridor is not an island, it functions within a larger context of Grand Teton National Park and adjacent public

and private lands.

The noteworthy changes listed in the purpose and need introduction were in fact known and studied in the 2007 Transportation Plan. Laurance Rockefeller

made his decisions on the JY Ranch by 2002, and had plans in place for LSR before his death in 2004. I personally met with Douglas Horne in 2006 and

discussed at length the proposed pathway. It was Mr. Hornes view at the time of our meeting that the pathway would in fact be compatible with Mr.

Rockefellers vision of providing appropriate opportunities for people to visit and experience the Moose-Wilson and future LSR. The transformation of the

JY into the LSR was well underway by 2007, and projections on use and management were known. Grizzly bears were also a major part of the

conversation in the 2007 Transportation Plan and were well-studied then. The archeological sites in the northern section were first explored in 1973.

There is a surprising lack of discussion on the significant positive changes to the corridor over the past several decades. In fact, looking at the list of

accomplishments, its hard not to conclude that the Moose-Wilson is in fact better protected than 10 or 20 years ago. Consider the land swap that protected

the first section of LSR, Laurance Rockefeller's donation of the balance of LSR lands and creation of the new LSR visitor center, and the purchase of

additional inholdings like two of the Stanley Resor properties, Hartgrave, and addition of White Grass Ranch, Sky Ranch, and other parcels, often

facilitated by local donations from people that care deeply for Grand Teton National Park; a good deal of protection has been accomplished.

It is equally commendable there has been no public outcry for the Moose-Wilson road be widened, nor asking for year-round road use. Despite some critics

claims to the contrary, the Jackson Hole community supports managed sustainable access to the corridor, wants no road expansion, supports shifting the

road from sensitive areas, and to keep it slow and narrow. Wyoming Pathways, and many park visitors, simply asks to add a pathway for safety and visitor

access, and to better manage the traffic with smart solutions and collaboration with capable local partners.

PARK PURPOSE AND PARK SIGNIFICANCE

The park purpose includes recreational, educational, and scientific opportunities compatible with these resources for enjoyment and inspiration., and

Visitors of all abilities and interests can enjoy opportunities for physical, emotional, and inspirational experiences in an unspoiled environment. The

Moose-Wilson Corridor Plan can be improved to better achieve these elements of the park purpose.

NEPA

The DEIS states the requirement to be diligent in involving any interested or affected members of the public in the planning process. This does not seem to have been followed in the decision to exclude Teton Village as a cooperator in the planning process, and the lack of consideration of Teton Village as a partner in solutions. The NPS should work more closely with all the gateway communities on shared solutions.

LAWS AND MANAGEMENT POLICIES

The NPS Management Policies of 2006 describe how the National Park Service will meet its management responsibilities in Grand Teton National Park under the 1916 Organic Act. Unfortunately, the DEIS fails to note one of the most relevant policies, 9.2, which needs to be taken into consideration for the Moose-Wilson Corridor.

Policy 9.2 provides a basis for approving the pathway, it states: Depending on a park units size, location, resources, and level of use, the Service will, where appropriate, emphasize and encourage alternative transportation systems, which may include a mix of buses, trains, ferries, trams, and-preferably- nonmotorized modes of access to and moving within parks. In general, the preferred modes of transportation will be those that contribute to maximum visitor enjoyment of, and minimum adverse impacts on, park resources and values.

RELEVANT NATIONAL PARK SERVICE PLANS, PLANNING

The Grand Teton National Park Master Plan is listed in the DEIS (p. 16), but contrary to the statement the DEIS is consistent with the Master Plan, significant relevant sections were not properly considered. These include:

GRTE Master Plan Page 2: Strictly control the pollutants produced as a result of park use, and Provide new modes and paths of visitor access to park experiences, no less convenient than those provided in the past, but resulting in reduced impact on park resources. This should require looking at air quality, we believe, along with the pathway and transit options for visitor access.

GRTE Master Plan Page 14. Finally, a comprehensive regional transportation plan must be developed. Critical to this requirement is the need to develop

all-weather intra-regional ground transportation. And certainly, consideration of alternatives to the core parks already overloaded road systems is

warranted.

GRTE Master Plan Page 15-16. The Moose-Wilson Corridor is classified as Class III: Natural Environment, and this allows Visitor facilities permitted

within these lands include bicycle trails" and When visitors enter this zone, they gain opportunities to interact more intimately with the resource - to get

out and get involved.

GRTE Master Plan Page 20. Some form of supplemental interpretive and transportation system, serving and connecting the parks visitor-service and

interpretive hubs, must be developed for this zone&

It is significant that 40 years ago the Grand Teton Master Plan states regional transportation must be developed, yet the topic was dismissed in the Moose-

Wilson DEIS, which incorrectly states that the Moose-Wilson Corridor Plan is consistent with the Master Plan. The final plan must address the parks

existing 1976 Master Plan management directions.

RELEVANT STATE AND LOCAL PLANNING

Jackson/Teton County Integrated Transportation Plan (ITP). The DEIS incorrectly states that this is a draft. This plan was adopted in September 2015. The

NPS needs to acknowledge and consider the ITP transportation policy document in the Moose-Wilson EIS. The adopted Town and County ITP states this

for regional transportation:

"The Town of Jackson and Teton County will establish, staff and provide funding for a Regional Transportation Planning Organization (RTPO)&It will be

important for the RTPO to establish the kind of continuing, comprehensive and cooperative transportation planning process currently assigned to

Metropolitan Planning Organizations in metropolitan regions. The Policy Board and TAC will provide ample opportunity for direct and active involvement

by Grand Teton National Park, the Jackson Hole Chamber of Commerce, Teton Village Association, Jackson Hole Mountain Resort, Snow King Resort,

and other organizations and entities capable of representing stakeholders in transportation decision-making.

It may be appropriate for the RTPO to be involved in coordinating transportation planning and decision making across Teton County, Wyoming boundaries

either through an expanded formal organization structure or through intergovernmental cooperation. This broader transportation planning and coordination

role could embrace Teton County, Idaho; the Idaho Department of Transportation; Park, Lincoln or Sublette Counties in Wyoming; Yellowstone National

Park; and other areas within the larger regional trip-shed."

The National Park Service needs to include the topic of regional transportation in the final plan, which would be a base for future collaboration and

partnerships. The proposed changes to Moose-Wilson access will directly impact the North 89 Highway in the park (wildlife and traffic impacts) as well as

impacts to the gateway community transportation systems.

SCOPE OF THE MOOSE-WILSON CORRIDOR PLAN EIS

There are significant issues which continue to be missing in the DEIS, topics that were identified in public comment during the Scoping phase and public meetings.

Pedestrian Transportation. One topic the draft EIS fails to consider the needs of people walking. Wyoming Pathways specifically raised this topic in

Scoping, and it is disappointing that there is no discussion of pedestrian travel.

Walking along the Moose-Wilson road corridor, pedestrian travel (including people in wheelchairs), is a separate mode of travel from biking that needs to

be addressed, and it is different from the hiking trail discussions. The NPS should study the needs and opportunities for people to walk along the road

corridor.

During spring and fall, the closed road has a high number of pedestrians enjoying a great experience walking along the Moose-Wilson Road with negligible

impacts. When motor vehicle traffic opens, pedestrian use disappears due to safety concerns.

Just as there is a latent bike access demand for people that would like to bike safely, there is a latent demand for pedestrian access, for people to walk. The

distances are quite walkable, the corridor end to end is only a half days walk, and a shared-use pathway would be a terrific option for visitors to walk, as

well as visitors that wish to bicycle safely.

Related to the pedestrian topic is the need to consider the needs and opportunities for park visitors with disabilities, such as those in wheelchairs. The

pathway option is the only one that can reasonably accommodate people with disabilities that wish to experience the Moose-Wilson Corridor outside a

motor vehicle. The parks preferred Alternative C would not accommodate such visitors along the corridor. The visitor studies showed that 17% of users on

the park pathway in Moose were pedestrians. Clearly there is a demand for such accessible walks as Moose-Wilson could be with a pathway.

Visitor Experience. While this is a topic in the EIS, there is little that actually evaluates alternatives that would enhance visitor experience while

minimizing impacts. For example, the Social Science studies didnt ask people in motor vehicles if they might shift to bicycles if there was a safe pathway,

or transit if it was an option. And visitor study results that showed bicycle riders wanted a pathway seem to not have been properly considered. There was

no actual study of winter use options like better grooming for cross-country skiing and fat bikes, which could provide excellent low impact winter use

options.

Regional Transportation. This is an important topic, which was incorrectly not addressed. The DEIS claims & the actions that can be taken to address this

issue are outside the park, outside the control of the National Park Service, and beyond the scope of this plan. Yet that's not the case - the actions proposed

to limit motor vehicle trips on Moose-Wilson Road will directly cause increases in traffic on North Highway 89 within Grand Teton National Park, along

with increases on WY-390, WY-22, and US-26/89. As noted above, the park's own Master Plan is very specific in the importance of regional transportation.

The NPS must include the regional transportation topic and evaluate how actions proposed in the Moose-Wilson EIS can be a part of regional solutions.

These solutions studied should include a transit shuttle system with local and state partners.

Air Quality. As stated in the DEIS, Grand Teton National Park is a class I area under the Clean Air Act. It is irresponsible that Air Quality, and the related

topic of Carbon Footprint, are dismissed. These issues need to be considered in the final plan.

The NEPA requires the NPS to take a hard look at all impacts of its proposed action and alternatives. The failure to consider air quality as an affected

environmental resource is arbitrary and capricious. The proposed vehicle waiting lanes in the preferred Alternative C would create long lines of idling

motor vehicles waiting to enter the Moose-Wilson on north and south ends, and by restricting vehicle access on Moose-Wilson, it would cause longer drive

times for visitors wishing to avoid waiting in line.

Despite the DEIS claims to the contrary, the NPS Alt-C would increase, not decrease, vehicle emissions. The lack of discussion or analysis of these

increased emissions demonstrates that the Park Service failed to take a hard look at air quality impacts.

Climate Change. The Draft EIS includes only a very general discussion of climate change and its potential implications for the park, but failed to consider

specific impacts of the proposed action on the Moose-Wilson Corridor natural resources as part of the Affected Environment in Chapter 3. The NPS needs

to evaluate the effects of climate change as part of its impact analysis. There should be a discussion of increased greenhouse gas emissions from vehicle

idling, which varies by alternative and will contribute to climate change effects. Grand Teton National Park needs to be a leader in the fight against climate change, not make conditions worse.

CHAPTER 2 ALTERNATIVES GOALS AND DESIRED CONDITIONS

The Goals and Desired Conditions (p. 32-35) are not met with the draft Preferred Alternative C. While motor vehicle based visitors are well-served by

paving the dirt road section, providing more parking, adding waiting lanes, the goal in the Visitor Experience section, Opportunities are available for

visitors to safely enjoy the area and its resources through a variety of appropriate activities, consistent with their own skills, abilities, and experience is

clearly not met for visitors on bikes, pedestrians, or people with disabilities.

IDENTIFICATION OF THE PREFERRED ALTERNATIVE

This process seems fundamentally flawed. It is not explained in the DEIS how the NPS could meet in December 2014 to discuss and develop the preferred

alternative without ever discussing or asking for input from the cooperating agencies. That was contrary to the Memorandum of Understanding between the

NPS and the cooperators, and is simply not good planning for the NPS to decide first and ask for input months later.

Going forward it will be important for the NPS to work with the cooperating agencies as the final plan is developed. The cooperators bring special

expertise, knowledge, resources, and a keen willingness to participate in future partnership help to the plan and future implementation be successful for the

NPS, park visitors, and gateway community.

ALTERNATIVES and RECOMMENDED CHANGES TO THE PREFERRED ALTERNATIVE

Wyoming Pathways recommends a number of changes be made to the NPS preferred alternative C. Many of these are included in Alternative D. The final

Moose-Wilson Corridor Plan should include the following:

Complete Pathway. Wyoming Pathways request the NPS to approve a bicycle and pedestrian pathway along the Moose-Wilson Road Corridor from the

Granite Entrance to Moose, generally outlined in Alternative D. The separated pathway is necessary to serve park visitors biking, walking and to enhance

access for people with disabilities.

In order to address the archeological resources identified, which require further study, the National Park Service (NPS) should build the pathway in two

phases:

Pathway Phase one, build the southern half of the pathway, connecting the Granite entry to the LSR Visitor Center, as was approved in the 2007

Transportation Plan EIS. Careful pathway design will address the concerns with both wildlife and minimizing impacts to scenic resources for park visitors

in motor vehicles.

Pathway Phase two, complete the pathway on the north section after completing archeological studies and mitigation.

Adding a pathway in the final EIS is a proactive positive approach to improve public safety and allow for safe visitor access by bike, foot, and wheelchair

to visit the Moose-Wilson Corridor. The connectivity offered by a complete pathway will serve as an enhancement of the visitor experience and

recreational opportunities in and around Grand Teton National Park. It will address significant visitor safety concerns from being forced to share the narrow

road in to close proximity of vehicles. The Road Safety Audit that the NPS had FHWA conduct concluded that the risk for bicyclists and pedestrians ranges

to moderate-high, with 7% of crashes bike or pedestrian, yet the mode share is estimated at 3%. Including the pathway will help to provide visitors a safe

way to experience the Moose-Wilson Corridor under their own power, without needing another motor vehicle.

Additional Pathway comments:

The Granite to LSR pathway segment was approved through the 2007 Record of Decision of the Parks Transportation Plan and EIS. Vacating that decision

as proposed in the draft preferred alternative is without justification. The NPS has not provided information to back its claims that new information on bear

activity and new archeological discoveries now prevent pathway construction. In addition, the Park has not fully analyzed the negative impacts to human

safety for cyclists and pedestrians by eliminating the previously approved pathway.

When adding the pathway, the NPS needs to consider reasonable mitigation measures to address bear-human interaction concerns, such as providing good

sight distance in the design and layout of the pathway, providing information to visitors on bike and foot on how to be safe in bear country, and

recommending that people carry bear spray. The NPS can build a pathway that would be safe for people, and using proven design techniques one that

would minimize surprise encounters with wildlife. The benefits of enhanced visitor experience, safety, and reduced visitor dependence on motor vehicles

are significant and compelling.

NEPA requires a reasonably complete discussion of possible mitigation measures in an EIS. Yet the DEIS fails to adequately consider reasonable

mitigation measures that could minimize the risk of human and wildlife interactions on the southern multi-use pathway.

Instead of balanced information regarding potential conflicts and mitigation measures to manage bears in the corridor and the construction of a pathway for

park visitors, the NPS provides a questionable paper from a wildlife biologist, Grant MacHutchon, who recommended against the pathway based on four

days of research, as well as review of grizzly and black bear data in the Corridor. MacHutchon drew much of his conclusions from research on human/bear

conflicts with mountain bikers in remote areas of Canada, and the Moose-Wilson Road is a different place. We note the location of the 2007 approved

southern pathway from Granite entry to LSR had less grizzly bear observations in five years than the Jenny Lake area had in just a one-year time span.

Wyoming Pathways recommends a pathway be approved and constructed within reasonably close proximity to the road, approximately 10 to 60 would

protect the character of the road while keeping the pathway within the disturbed corridor. The Park should also evaluate the alternative alignment of the

pathway in the open sagebrush area starting from the Snake River Ranch irrigation canal north of Granite entry, and running to its intersection with the

Levy Access Road. This alignment would traverse sagebrush habitat that is not considered crucial to bears and other wildlife. One third of the distance

from Granite to LSR could utilize the existing two-lane 20-foot-wide levy access and utility road and Lake Creek bridge which connects directly to the

LSR Visitor Center.

The NPS rightly deserves credit for its comprehensive educational efforts and strategies that have encouraged visitor safety in areas in the Park that have

permanent or seasonal bear activity, such as spring grizzly bear viewing along main park roads from Jenny Lake to Colter Bay. These adaptive strategies

are also working in the Jenny Lake area, where the Park has invested millions to improve visitor services in an area well known for bear activity. Similar

strategies should be proposed for the Moose-Wilson Road.

Include Social Science Pathway user studies from the Moose-Jenny Lake Pathway. As Wyoming Pathways commented during Scoping, prior social

science studies that were conducted by the NPS in 2007-2010 on the pathway in GRTE should be considered in the EIS. There are two highly relevant

before and after studies of pathway use in Grand Teton National Park, a pathway directly connected north of Moose-Wilson, which document a remarkably

high visitor experience with negligible wildlife impacts. These studies provide insights that the Moose-Wilson EIS needs to consider.

Despite raising this in our scoping comments, these visitor studies are not listed in the Selected References listed starting on page 647 in the DEIS. It is also

disappointing that these Social Science studies, paid with public funds, are not available anywhere on the NPS website. It gives the impression that Grand

Teton National Park has been selective in the studies that are used and quoted. That's not in sync with the NPS claim of a science based plan.

Wyoming Pathways would like to specifically note the following two studies: 1. Analysis of Nonmotorized Use in Grand Teton National Park, 2010 by

Eric Hansen; and Evaluation of Non-Motorized Use in Grand Teton National Park Phase II: Post-Pathway Construction, by McGowen, Gleason and

Hansen. These studies should be recognized in the Moose-Wilson Corridor plan. Significant findings in the studies include:

- Non-motorized use increased nearly ten-fold after the pathway was constructed.
- With the pathway, non-motorized travelers felt safer and were more satisfied with nonmotorized travel options in the park.
- The type of non-motorized travelers in the park changed with the construction of the pathway. Proportionally, there were more older travelers, more children, more females, larger groups and more non-locals. These are quite positive changes that are goals supported in the NPS Vision for the Second Century.

To quote the Hansen study conclusion,

&the one major suggestion given by almost everyone riding the pathway; Extend the shared use pathway. People love the pathway and want it to go

farther. People want to get out of the car. People want to feel Grand Teton National Park. On a bicycle it blows in your face, it can be smelled, it is seen

unobstructed, and the slower pace allows time for it all to soak in.

Moose-Wilson Road.

Wyoming Pathways supports the goal of reducing the speeds on the road, but cautions that achieving the 20 mph speed limit will be very difficult. There

are few example of similar rural roads where 20 mph limits are successful. Proposing a solution that is not practical to accomplish impacts the NPS claims

that bicycles will be safe on the 20mph shared road, as the NPS has proposed in the Alt-C.

We also caution that paving the 1.2-mile dirt section of Moose-Wilson will actually increase traffic speeds and reduce bike safety. This is a well-proven

fact in transportation studies. Paving the dirt section will make the road narrower and faster, and thus less safe for people on bicycles or foot.

Wyoming Pathways supports the modest addition of safety edges which can improve motor vehicle safety, but we caution that this has almost no safety

benefits for two-wheel bicycles. Claims of increased bike safety are overstated.

As pointed out in the deficiencies in Purpose and Need, the Alternatives fail to consider and address pedestrian transportation trips along the road corridor,

and fail to consider park visitors with disabilities. The Preferred Alternative C only discusses bicycle use. That misses important elements of the visitors

desired experience, and opportunity to experience the Moose-Wilson Corridor safely by walking as well as cycling.

Road Realignment to reduce wildlife and resource impacts.

As part of 2007 GRTE Final Transportation Plan this plan, the NPS approved the realignment of a segment of the Moose-Wilson Road between Sawmill

Ponds Overlook and the Death Canyon Road Junction to reduce ongoing and significant impacts to wildlife and wetlands. The park should follow through

with the proposal to shift the approximately 1.5-mile road section from north of Death Canyon Road to Sawmill Ponds Overlook out of the current location

where it directly crosses the prime habitat and wetland, and move the road east of the wetland to significantly less sensitive location, generally as proposed

in Alternative D, and align the separated pathway adjacent to the realigned road.

The DEIS correctly states the Moose-Wilson road bisects this section that &possesses some of the most diverse wildlife habitat in the entire corridor. The

only new information the NPS offers to support its changed decision is new surveys of an archeological site originally recorded in 1973. However, the

impacts to that site, according to the Wyoming State Historical Preservation Officer, can be mitigated and thus, do not justify abandonment of the new

alignment.

Wyoming Pathways recommends that the NPS complete compliance with the National Historic Preservation Act, realign the northern segment of the

Moose-Wilson Road from Death Canyon Junction to Sawmill Ponds, and add the northern pathway next to the realigned road.

The pathway should be part of the archeological mitigation. It would be a remarkable visitor experience if the pathway was an interpretive journey teaching

visitors about the first Native American visitors. What better way to experience that history than a well-interpreted human-powered trail along the corridor,

where visitors could literally walk in the footsteps of the first human visitors to Jackson Hole and Grand Teton National Park.

Add Transit Option and partnerships for Moose-Wilson Corridor

The Park has done a great job inviting visitors to Find Your Park, and get Every Kid in the Park, but an inadequate job in developing sustainable methods

for handling these invited guests. With over 4.66 million visitors coming to Grand Teton National Park in 2015, GTNP must begin to take a serious and

meaningful step toward encouraging low impact travel to destinations within the Park, including the Moose-Wilson corridor, as was first called for 40 years

ago in the visionary 1976 GRTE Master Plan.

The Park conducted an analysis of transit feasibility in the 2009 Transit Business Plan, yet the Park did not include transit as a possible solution for visitor

management in the DEIS preferred alternative. Transit done well has the potential to facilitate public access to the Park without the negative impacts

associated with car-only access. This further emphasizes why it is critical for the Park to develop a carrying capacity number for the Corridor which is

based on significant natural resource impacts caused by humans, not just impacts created by vehicles within parking areas and the road corridor. The

difference between the actual carrying capacity of the Corridor (yet to be determined but certainly higher than the proposed 550) and the proposed carrying

capacity of the road corridor (estimated to be 200 cars at 2.75 people per car) will help determine the size, destination and frequency options for a transit

service. This will take additional NEPA analysis, but will result in a much improved and legally justifiable twenty-year plan for the Moose Wilson

Corridor.

NEPA requires that the Park consider the possible conflicts between its proposed action and the objectives of federal, state, and local land use plans and

policies. As highlighted earlier in this comment, both the Teton County Comprehensive Plan and the Teton County Integrated Transportation Plan

emphasize a robust transit program that includes destinations in the Park and which envisions a regional transportation collaboration that includes both

Grand Teton and Yellowstone National Parks.

The time is now to begin partnering on transit with Teton County, Town of Jackson, Teton Village Association, Grand Teton National Park and

concessionaires, to develop a shared-cost solution for moving people around Jackson Hole and Grand Teton National Park, including areas within the

Moose-Wilson Corridor and beyond. The Park should develop a meaningful plan to develop transit options for the Moose-Wilson corridor as part of this

EIS process.

Along with Transit, the NPS should include a Transportation Demand Management (TDM) program. There is significant opportunity to reduce demand for

motor vehicle trips through a smart trips type of TDM program that could be included into the future. Teton County and Teton Village have shown that

reducing trips is possible on the WY-390 corridor south of the park boundary. Many successful TDM program examples show it is possible to shift 10% o

trips or more. The Moose-Wilson Corridor plan should develop and include a TDM strategy. The National Park should partner with the local governments

on TDM goals, some of which should target park-generated trips that are redundant or wasteful. Reduced demand through options like ride-share to Moose-

Wilson trailheads, reduced NPS park staff and volunteer generated trips, and similar solutions can make significant reductions in motor vehicle trip

demands. TDM plans should be combined with the public transit options recommended.

Winter access. The final EIS should be revised to improve the winter season elements in the Moose-Wilson Corridor. Wyoming Pathways recommends the

NPS allow grooming the unplowed sections of Moose Wilson road and sections of the new pathway in the winter. A groomed trail would enhance winter

access for fat biking, cross-country skiing, walking, and snowshoes on the road and pathway. This is another area where partnerships are feasible to assist

the park. There could and should be a world-class groomed trail from Teton Village to LSR, using the pathway and closed road section to provide a

remarkable national park visitor experience at a time of year when there are not significant wildlife concerns. Wyoming Pathways does not support the

exclusion of fat bikes from the road in the winter when closed to motor vehicles. The DEIS provides no analysis or justification for the fat bike restriction.

NEPA demands better than that. The NPS needs to actually evaluate the potential for fat bike use, which is proving to be quite compatible at several similar

locations such as Teton Canyon, Cache Creek, and Game Creek in the National Forest.

Revise the 550-person visitor limit system, which lacks a rational basis to support the visitor use capacity determination. The DEIS fails to connect the

proposed use levels to any natural resource impacts or outcome. The NPS should instead develop a system that rewards people when they use alternative

transportation like biking, walking and transit. Manage private motor vehicles to a reasonable limit, and allow more people to visit Moose-Wilson Corridor

when they choose lower impact alternative modes.

The visitor use capacity thresholds are a critical component of the Draft EIS around which the alternatives were developed, including the preferred

alternative. Visitor capacity is defined by the NPS to mean the maximum amounts and types of visitor use that an area can accommodate while achieving

and maintaining desired resource conditions and visitor experiences consistent with the purposes for which the area was established. So while the NPS

acknowledges visitor capacity must be determined based on the desired natural resource conditions as well as the visitor experience, the visitor capacity

thresholds were arbitrarily set at 2013 average vehicle use levels without any scientific basis to tie those use levels to the maximum tolerance for natural

resource impacts. Also, the Parks one-size-fits-all approach of measuring and limiting the total number of vehicles in the Corridor to 200 fails to account

for the variety of uses and experiences within the Corridor, and the per person threshold is merely an arbitrary extrapolation of the vehicle limits. Finally,

on the basis of its arbitrary vehicle threshold, the Park Service failed to consider reasonable alternatives for transit and the pathway that could expand and

enhance the visitor experience in the Corridor while maintaining and even benefiting natural resources and wildlife.

ADDITIONAL ISSUES: INHOLDINGS

It is a surprising omission that the DEIS does not discuss or describe the private inholdings in the corridor, and that the DEIS lacks any discussion of the

potential for significant impacts. Development of inholdings could be the greatest threat to the Moose-Wilson. The EIS should add a discussion on

acquiring the remaining inholdings. That is a significant protection element missing in the strategies.

A number of parcels remain to be acquired. By identifying the need to secure the remaining inholdings in the EIS, it will help toward progress on

completing the park.

CHAPTER 3 AFFECTED ENVIRONMENT

The Socioeconomic Environment section, starting on page 311, is rough and should be rewritten to provide a more accurate and helpful discussion of the

gateway communities. The sections on the Town of Jackson and Teton Village need review; for example, the first paragraph in the Town of Jackson is

about Teton County, and the Teton Village section starts by talking about Jackson, not Teton Village. For the NPS to maximize the potential for successful

partnerships, accurate knowledge of the gateway communities is needed.

- - - - -

In closing, Wyoming Pathways greatly appreciates your efforts to protect Grand Teton National Park while providing for visitor access. Thank you for

considering our comments. We look forward to continuing a productive relationship in the future.

Respectfully Submitted,

Tim Young, Executive Director

Correspondence ID:

3184 Project:48252 Document: 68894

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The Cougar Fund Unaffiliated Individual

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Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: Thank you for the privilege of submitting comments on the Moose-Wilson Road EIS, GRTE, on behalf of The Cougar Fund.

The Cougar Fund protects the cougar - also known as a mountain lion, puma, and panther - and other carnivores throughout the Americas by educating

children and adults on their value, and by monitoring state policies and advocating for management based on sound science, to assure a lasting place for

these creatures.

We support Alternative C (preferred). We base our support on the fact that Alternative C meets the following objectives, based on the over arching

principles of the mission of the National Park Service.

...to promote and regulate the use of the...national parks...which purpose is to conserve the scenery and the natural and historic objects and the wild life

therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future

generations." National Park Service Organic Act, 16 U.S.C.1.

Alternative C achieves the following:

It conserves the scenery; Moose-Wilson Road is a unique corridor that winds slowly through sagebrush flats, forested areas, and riparian lands. It offers

access to canyons, lakes, and streams flowing into the Snake River. The area is frequented by a multitude of wildlife including but not limited to grizzly

bears, black bears, cougar, wolves, moose, elk, deer, beaver, martin, marmots, coyotes and other charismatic creatures that enhance the diversity of the

park. Alternative C will reduce the likelihood of negative encounters between wildlife and people using non motorized means of transportation.

The scenery remains is most definitely the focus of being in the corridor. The current understated impact of the road, both in it's configuration and size, and

the resulting slow operating speeds for vehicles emphasize the natural world and not the intrusion of road itself onto the vista.

Alternative C promises to sustain the limited impact of structure on the environment having only minimal expansion from straightening to meet the TPR

north of the Moose entrance station and paving of the southern most section of dirt road. The addition of speed bumps and the reduction of the speed limit

to 20mph provide adequate facility for multi-use by experienced and well-prepared recreationalists. In much the same way that skill dictates recreational

decisions for sports such as mountain climbing, hiking, skiing or water sport, so Moose-Wilson will be an appropriate destination for accomplished non-

motorized users.

It conserves natural and historic objects; the NPS preferred alternative prevents the loss of 3000 trees-a notable carbon sink feature which would take many

years to offset.

It will preserve important indigenous artifacts, or 'historic objects' as stated in the mission.

Habitat will be virtually undisturbed with the limited construction and disturbance that is proposed in Alternative C, which serves to fulfill the mission to

'conserve the wildlife there-in'. This also is a preventative measure against invasive species as widespread disturbance is known to provide a vector for

proliferation.

Alternative C provides for the enjoyment of the resource;

In what would appear to be an unprecedented attempt by GRTE to engage diverse stakeholders to address public concerns, suggestions and insights, the

result can be seen to fulfill their commitment to the natural resource and to their constituents.

GRTE has been responsive to their mandate to provide for the enjoyment of the resource in its most authentic natural state by limiting vehicular access at

peak times and retaining the original narrow winding configuration to the existing developed roadway.

The inclusion of the adaptive management option is a proactive and responsible aspect of the EIS. As visitation increases, being able to adaptively respond

to changing needs is extremely important.

We strongly support Alternative C and would like to offer the following suggestions for consideration for the final decision:

Utilize a mobile entrance structure for limiting access at the north end, during the periods when the car limit of 200 is being observed. This will allow you

to respond to how many people are likely to queue and prevent back traffic onto the TPR. Provide a turnaround in this area for people who decide they

would rather return at a less busy time.

Emphasize the importance of not idling during waiting periods, consistent with NPS current recommendations.

Install moveable video cams to stream occurrences of high animal activity back to the Craig Thomas Discovery Center, so that people may still enjoy the privilege of animal watching even if access to the road is limited or curtailed.

When the road is closed for bear activity, stream live feeds from the Ranger vehicles that go in to monitor the bears.

Consider not altering limited sight lines as these have been shown to reduce speed.

Experiment with even lower speed limits in areas that are slated for bicycle turnouts and passing lanes.

Propose that the Department of the Interior institute a ban on vehicle idling in all parks and monuments at times when there are no concerns about threats to public safety from heat or cold exposure.

In closing, we thank you for the thorough exploration of solutions that conserves the unique qualities of the Moose-Wilson Road and for upholding the core values of the National Park Service.

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ATTN: Moose-Wilson Planning Team

PO Drawer 170

Moose, WY 83012-0170

January 29, 2016

To Whom It May Concern:

The Alliance for Historic Wyoming would like to thank Grand Teton National Park and the National Park Service for the opportunity to comment on the

Moose-Wilson Corridor Draft Comprehensive Management Plan/Environmental Impact Statement.

The Alliance for Historic Wyoming is a 501(c)(3) nonprofit organization dedicated to protecting Wyoming's historic places and spaces through education,

community outreach and advocacy. Founded in 2005 as the statewide historic preservation nonprofit, we focus on cultural and historic resources in both the

built and natural environments. The Alliance works with local government entities, federal land management agencies, historical societies, preservation

groups and citizen advocates to ensure that solutions are found that balance the objects of our past with the promise of our future. Our board of nine gives

generously of their volunteer time and financial resources. An advisory board of six provides additional expertise, and we are fortunate to have a pool of

non-board volunteers who help us complete an active agenda. At present, we have nearly 200 members from across Wyoming and some from out-of-state,

as well as a list-serve of 600 and 1,200 Facebook followers.

The Alliance for Historic Wyoming agrees that the Moose-Wilson Corridor is an important route in Grand Teton National Park. We value the cultural

resources and archaeological sites along this path, along with the general landscape including vistas and viewsheds and the vegetation and wildlife

resources. This road is a great place to experience the history and wilderness of the Park.

We respect that Alternative C of this plan balances preservation (natural and cultural) with public use and enjoyment. We are glad to see that development

is generally maintained within the existing footprint, and trust that where road realignments, turnout construction, and parking lot development will happen,

the appropriate response will be taken for investigating, documenting, and preserving any cultural resources. With just 8% of the corridor having been

surveyed for cultural resources, there is a major potential to find a number of sites which warrants that care be taken to conserve this landscape. For this

same reason, we are encouraged that Alternative C sticks largely to the existing footprint, therefore leaving much of the area undisturbed.

Minimal changes to this road are also recommended by the Alliance for Historic Wyoming given that this road segment has been determined Eligible for

listing on the National Register of Historic Places. Currently the road retains integrity of setting and feeling, something that is felt by visitors who

recognize immediately how special this road is. We feel that from the information presented that Alternative C will maintain the majority of viewsheds,

vistas, and vegetation that this road is known for, and protect historic cultural resources along the corridor.

We also noted happily that Alternatives B, C, and D all call for the development of Moose-Wilson corridor design standards, which we trust will aid in

maintaining whenever possible the look and feel of the corridor's historic character while enhancing safety and traffic flow.

Public access to this corridor is important, but must be balanced with preservation. Safety both for travelers of all modes and wildlife is always a top

priority as well. We support lowering the speed limit on the corridor to advance safety. While parking lots and turnouts do represent the potential for

disturbing archaeological sites and some historic character of the Moose-Wilson road and the Death Canyon road will ultimately provide a more positive

user experience. Again, we urge that care and all legal obligations to document and preserve cultural resources be taken.

We support installation of low-impact interpretive media along the corridor, and respect the suggestion that few interpretive signs and structures be

installed along the landscape. There are areas appropriate for such signage and interpretation, and they can be placed in a way that does not disrupt the

larger landscape view. Given that many people access information online in advance of a trip, or through smart phones and other devices, we like the idea

of having pre-visit information and electronic media available to the public. We like that Alternative D would establish viewing areas to allow visitors to

appreciate vista points, but recognize that this likely requires additional construction that is liable to disrupt the current corridor in a way that we fear could

negatively impact archaeological resources and create the traffic congestion this plan is working to avoid. By providing visitor materials in advance, the

public can plan for where they want to stop along the corridor and know better what they may be able to see.

Thank you again for the opportunity to comment on this plan, and for your efforts to involve the public over the past few years. If you have any questions,

you can reach the Alliance for Historic Wyoming at 307-333-3508, by email at ExecDirector@HistoricWyoming.org, or visit our website at

www.HistoricWyoming.org.

Sincerely,

Carly-Ann Anderson

Executive Director

Alliance for Historic Wyoming

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PO Drawer 170

Moose, WY 83012-0170

Thank you for the opportunity to comment on the Moose-Wilson Draft EIS. I commend the park for a transparent and inclusive process that has culminated

in this thoughtful presentation of a draft plan clearly derived from rigorous study and contemplation. I am convinced that the NPS preferred management

alternative, Alternative C, best addresses the core challenges. I hope that Alternative C will be carried forward to implementation with no changes at this

time.

The NPS, in the section titled "Park Significance," sets an appropriate framework for decisions related to this plan. While Grand Teton National Park is

blessed with stunning scenery, it is truly unique from nearly every other park in the United States because it "represents one of the most notable

conservation stories of the 20th century, which continues to inspire present and future generations," and "is at the heart of one of the earth's largest intact

temperate ecosystems with a full complement of native Rocky Mountain plants and animals." As a member of this wild, unique and globally significant

community, I am heartened that the NPS considers these facts as paramount to its management obligation - on behalf of all human citizens of this country,

and all wild inhabitants of our wild, public lands.

This plan correctly addresses the core challenges to the corridor, which include 1) increased vehicular traffic on a road not designed for high volume use,

and 2) increased human-wildlife interactions in critical habitat, including managerially challenging grizzly bear-human interactions that threaten the safety

of humans and the long-term viability of bears in the area.

With regard to roadway specifics, the realignment of the northernmost section of road makes good ecological and directional sense, and likely further

protects the sensitive Murie Ranch Historical District from increasing, inadvertent travel. Paving the existing, unpaved portion of Moose-Wilson Road,

while also limiting the speed limit to 20MPH, provides a better visitor experience without compromising core wildlife protection values. Reducing the

speed to 20MPH is appropriate and consistent with the road's design, while also assigning high value to the reduction of probability for vehicle-wildlife

collisions in this wildlife-rich area.

The sequencing techniques and vehicle queuing to manage traffic volume may be an imperfect solution, but likely the best option at this time - to be

reevaluated often. It likely will disrupt/agitate the visitor experience at peak times when cars wait in line. However, despite this disturbance and its

unpredictability, I am convinced that traffic pattern data was considered and integrated appropriately and the "carrying capacity" of the road is based on

sound science and reasonable judgement. It is difficult to imagine a successful mass transit/shuttle option on the narrow road at present, which limits

management options. The reasons outlined for discarding a one-way traffic option, including that the option "would not manage the number of vehicles in

the corridor, only the direction they travel," and that "one-way traffic would limit access from park headquarters to or from the corridor, resulting in slower

response times during emergency situations," are sufficient to choose another option. I do hope that the NPS will continue to consider a transit option to

reduce car travel materially, especially as the results of the queuing system are better known.

Prohibiting taxis and all other nonpark- dependent commercial traffic preserves the purpose of the road as a unique visitor experience, helping to reduce

total volume and potential wildlife-vehicle collisions.

Electing not to add a separate, paved pathway in this sensitive area is consistent with all other elements of the plan, chiefly to minimize disruption of

critical habitat, act to mitigate rising visitor use in total, provide optimum conditions for wildlife in the area, and reduce the probabilities of human-wildlife

conflict, particularly with the emerging trend of increased grizzly bear movements in the area.

Thank you for demonstrating your concern for this one-of-a-kind area by presenting such a well-considered plan. As a resident of Jackson, I am thankful

for your stewardship of this gift to all.

With much gratitude,

Jon Mobeck

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Grand Teton National Park

ATTN: Moose-Wilson Planning Team

PO Drawer 170

Moose, WY 83012-0170

Re: Moose-Wilson Corridor Comprehensive Management Plan / Draft Environmental Impact Statement

Dear Superintendent Vela,

Please accept these comments on behalf of the Greater Yellowstone Coalition (GYC) on the Moose-Wilson Corridor Comprehensive Management Plan /

Draft Environmental Impact Statement (DEIS). The Moose-Wilson Road corridor is a special place with spectacular wildlife and outstanding scenery. The corridor is a destination in itself to many visitors of Grand Teton National Park, including members and supporters of GYC. It is the Park's responsibility alone to manage its resources and roads - not as a transportation corridor like every other highway and interstate in this country- but as an iconic resource for both people and wildlife. This beautiful corridor of Grand Teton National Park should be managed for the grizzly bears, moose, and elk that call it home, and for a safe, enjoyable visitor experience.

GYC has over 40,000 supporters and constituents who support our mission of protecting the lands, waters and wildlife of the Greater Yellowstone Ecosystem (GYE), now and for future generations. The GYC was founded in 1983 on a simple premise: An ecosystem will remain healthy and wild only if it is kept whole and we advocate for the idea that ecosystem level sustainability and science should guide the management of the region's public and private lands.

The Greater Yellowstone Coalition works to ensure that a thoughtful and holistic approach is taken to managing the national and wildlife resources in harmony with people and modern development. We work to shape a future where wildlife populations maintain their full diversity and vitality, where ecological processes function on public lands with minimal intervention, where exceptional recreational opportunities abound for visitors and residents alike, and where communities can enjoy a healthy and diversified economy.

This vast ecosystem includes 20 million acres of wild country that includes Yellowstone and Grand Teton National Parks, parts of six national forests, five national wildlife refuges, and state and private lands in Wyoming, Idaho, and Montana. The Moose-Wilson Corridor represents many of the conflicts and threats to this ecosystem that play out on a much larger scale and cumulatively erode ecosystem function. Many of the conflicts between stakeholders in this corridor are a warning of future issues that this ecosystem faces.

We believe that Grand Teton National Park has thoughtfully crafted a management plan for the Moose-Wilson Road that benefits Park visitors, improves

safety, and limits harmful impacts to park resources. The preferred alternative strikes a balance between protecting Park resources and opportunities for

continued enjoyment of this area. We support the principles of the preferred alternative (Alternative C) and offer additional suggestions for improving the

final decision.

Summary of past GYC's comments

We offered the following comments during the scoping phase of this EIS that are still principles that we believe should be adhered to in the final decision.

These principles are consistent with the Organic Act and administration of National Park Service resources across the nation. 1) Moose-Wilson Corridor

should be managed as a destination in-itself because of its outstanding natural communities, cultural and wilderness resources, and opportunities for visitor

enjoyment; 2) Moose-Wilson Corridor is a Grand Teton National Park (GTNP) resource that is autonomous from Teton County's transportation planning

and the Park Service has the authority and expertise to wisely develop a plan for transportation in this corridor; and 3) GTNP is responsible for maintaining

the ecological character of this corridor to preserve unimpaired the natural and cultural resources and values of the national park system for the enjoyment,

education, and inspiration of this and future generations.

We also outlined specific concerns in our scoping comments that have either been addressed or have been modified because of the direction of the

preferred alternative.

Laurance S. Rockefeller (LSR) Preserve

We offered specific comments on a number of core issues that could impact the Laurance S. Rockefeller (LSR) Preserve. There continues to be a need to

protect the LSR from modifications in the corridor that would result in degradation of the spirit and intent of the easements that opened the LSR preserve to

public use. In review of the Preferred Alternative, it is in our opinion that these values would be protected.

Maintain the Physical Character of Moose-Wilson Corridor

Additionally, we had concerns over possible changes to the physical character of the roadway. The slow speed and winding character is part of the local

cultural value of the Moose-Wilson Corridor and in part, what makes it a park destination and ideal for wildlife watching activities. We are encouraged that

the preferred alternative recognizes these values and even enhances them by reducing speeds, limiting vehicle traffic with identified thresholds and

minimizing vegetation disturbance. We had questions over whether or not paving the current gravel sections could be a modification that we could support.

The park has analyzed the application of magnesium chloride and found that paving this section would largely have benefits to plant and animal

communities along the corridor through decreased water and soil contamination of magnesium chloride, dust and vehicle fluids (DEIS 414). We have

additional concerns that paving could increase speeds and contribute to barrier effects for wildlife, but will discuss those later in these comments. We also

believe that the continued use of seasonal closures of the road should remain as proposed in the preferred alternative under adaptive management. With

these considerations we feel the preferred alternative has address the concerns we raised on impacts to the physical characteristics in scoping.

Grizzly Bears

In the past we have raised significant concerns over the potential for conflicts with grizzly bears. While grizzly bears may be a recent arrival to the Moose-

Wilson Corridor, their presence has significantly changed the character of this roadway and necessity for considerations of impacts to this iconic species of

the Greater Yellowstone Ecosystem. We are interested in the response from the U.S. Fish and Wildlife Service (USFWS) on the impacts of modifications

in the corridor for grizzly bears and Canada lynx, as well as reviewing the Biological Assessment developed by the Park Service. A central subject for the

Moose-Wilson Corridor Draft EIS should include minimizing conflicts with grizzly bears and grizzly-human safety. We will raise concerns later in these

comments over the traffic thresholds proposed and whether these thresholds are consistent with minimizing wildlife impacts.

We agree with the Park Service that adding multi-use pathways to the corridor will increase the probability of human grizzly bear encounters and

associated human injuries (DEIS, pg 293) and support Alternative C in limiting these risks. Recent research also corroborates these concerns based on

studies of brown bears in Anchorage Alaska (Coltrane and Sinnott, 2015). The study found that "a potential solution for avoiding dangerous bear encounters

is to restrict human access or types of recreational activity. When human access is controlled in bear habitat, distribution of visitors becomes spatially and

temporally more predictable, allowing bears an opportunity to adjust activity patterns to avoid people while still using the resource." This information

supports the decisions made in analyzing impacts to the resources in Alternative C.

Road Realignment

In our past comments we supported the proposed realignment between the Death Canyon road and Sawmill Ponds for the direct benefits to riparian and

wetland habitats. While the proposal would undoubtedly benefit wildlife, the NEPA process has revealed other significant impacts of this realignment on

cultural and archeological resources. In consideration of the extensive disturbance and restoration needs, and to remain consistent with the Organic Act in

protecting "historic objects," we agree that this portion of the realignment is ill-conceived at this time. This modification of the direction the Park was

headed from scoping documents recognizes the due diligence and respect to the process of analyzing impacts to Park resources that has occurred in this EIS

process.

There still appears to be great value in considering realignment away from the cottonwood complex at the north entrance to the Moose-Wilson Corridor.

This realignment may have beneficial impacts of reducing traffic volume because of requiring entry fees as it occurs beyond the entrance station. It is

critical that the Park Service fully rehabilitate any removed road sections back to natural conditions and that the slow-speed and narrow winding character

of the road remain consistent in the realigned segments of road.

Public Transit Options

We asked the Park Service to consider the possibilities of a shuttle service or public transit in the corridor in our scoping comments. There seems to be a

need for continued consideration of a shuttle service and opportunities to partner with Teton County, the Town of Jackson, or private entities to provide

shuttle access through the Moose-Wilson Corridor, to the LSR Preserve Visitor Center, to popular hiking trailheads, to the Craig Thomas Discovery

Center, and perhaps beyond to the Jackson Hole Airport. Non-permitted commercial use should not be considered in the final decision and should be

addressed currently with increased enforcement. We continue to agree with the Park Service that if a shuttle or other system were implemented, increased

numbers of visitors could be brought into this area, therefore causing unintentional consequences to resources and visitor experiences (DEIS, pg. 636).

Analysis and projections of use and its impact to the number of vehicle use days and reduction of traffic volume should be included in the Final EIS and

include analysis of increased safety to cyclists and pedestrians. Shuttle, transit, or van options should be allowable within the specified adaptive

management framework and maintain the proposed vehicle and visitor limits. To the extent possible transit options could provide interpretation services

that provide visitors with greater information on the natural and cultural resources within the corridor.

Death Canyon Trailhead

We raised concerns over increased paving and creation of parking spaces at trailhead locations such as at Death Canyon Trailhead during scoping. We ask

the Park Service to reconsider a smaller parking lot at the Death Canyon trailhead. Alternative C proposes a parking lot for 80-90 cars, based upon current

use, but gives little evidence that this use is not impacting wildlife, soundscape, and other natural resources at the existing levels. Concentrating this use

and rehabilitating the existing road and user-created pullouts will be a net gain for these resources, however, is the 80-90 car parking lot proposal

appropriate? We ask that the size of this lot and associated impacts see further analysis in the FEIS.

Minimizing additional paving while maintaining reasonable access should be the goal for this portion of project area. A thorough analysis of paving,

parking, and restroom facility options should be included for impacts to vegetation, visitor experience, soundscapes and wildlife.

Suggestions for improving Alternative C

Maximum Vehicle Thresholds

We appreciate the Park's efforts to create maximum vehicle thresholds where, if exceeded, there would be detrimental impacts on park resources and visitor

experience. We applaud these efforts and only question the assumptions that have been made temporally and seasonally. Mornings and evenings are

important times for wildlife movements, seeking food or shelter for the day. While the maximum threshold of 200 vehicles may be consistent for limiting

peak use, it also may inadvertently allow many more cars than existing levels on the road early and late in the day or during the spring and fall when

wildlife use of the corridor is at its highest level. The Park Service identified this concern in Alternative C, in that there may be the potential that some

drivers may switch times they drive to mornings and early evenings to avoid queues (DEIS, pg 391). In addition to these concerns, we're concerned that

this could be exacerbated by increased visitation to the park caused by increase growth in local population and park visitation. Our apprehension is that

while the 200 cap may be suitable for mid-day at our current levels, it would allow significant growth and increased impacts during the morning and

evening hours (DEIS, pg 300). This cap would also allow significant increases in other months or seasons of the year, even though the DEIS only looked at

July-September historic use, the roadway is maintained and open from May through October. These early and later months coincide with critical periods

for wildlife that are abundant in the corridor, for example moose calving in the spring or bears entering hyperphagia in the fall. We encourage the Park to

analyze what thresholds are appropriate more temporally in the FEIS.

External to this process there have been efforts to establish thresholds for which roadways create a "barrier effect" or are avoided in road planning. Various

studies from Montana to Alberta have suggested that even minimal traffic can cause avoidance of roads (Ament et al., 2015) for grizzly bears. Some

research suggests that 100 vehicles/hr is a threshold for reduced presence of grizzly bears near roads with a clear avoidance of crossing the road during

daytime traffic levels above 100 vehicles/hour (Waller 2008). Our suggestion is to look at additional metrics beyond maximum vehicle use to determine if

there are unforeseen hourly or daily thresholds being exceeded in this corridor. A lower or an adaptive threshold would allow the Park Service better

management options when there are resource considerations such as a wolf pack denning in the area or bears along the road in the fall.

Reducing the number of vehicles in the corridor would have other resource benefits that perhaps haven't been fully considered in reducing greenhouse gas

and other emissions.

Engineer the road for slow speeds

As the corridor is improved under the preferred alternative we ask the Park to consider engineering the road for slow speeds in addition to signage

displaying the reduced speed limit. By engineering the road with additional traffic calming measures such as reduced sight distances, painted narrow lanes,

windy curves and speed bumps, we can better ensure that drivers comply with posted speed limits. This furthers safety for people on foot or bike who may

share the road. Research shows that drivers typically drive an inferred speed, a speed that they feel comfort because of design characteristics (Donnell et al.

2009).

"Frequently, roads and streets designed for a particular speed appear suitable for much higher speeds. Drivers read the road, not the design plans. Some

roadway segments, such as a long straight section, look the same regardless of designated design speed. When these features are combined with over-

designed speed sensitive features (i.e., from using above-minimum values as recommended by highway geometric design policy) the visible cues on

appropriate speed may

be in sharp contrast to the designated design speed. What was contemplated by the designer as a factor of safety (with respect to the designated design speed) is often negated by driver speed."

We ask that the Park ensure that drivers maintain the 20 mph speed limits by installing speed bumps and signage with radar to indicate driver speeds.

Drivers consistently travel at the road engineered speed rather than posted speeds. Everyone of us has experienced this sensation when driving on wide and

straight highways, for example US HWY 89/191. We ask that the Park maintain the narrow windy road with short sight distances to ensure that drivers

maintain the 20 mph speeds. A fine example of a road that is engineered for slow speeds is the Jenny Lake Scenic Drive.

Wider roads, higher traffic volume, and higher vehicle speeds lead to increased impact on wildlife, including their habitat and movements across the

landscape (Gunther et al. 2000). Some of the proposed strategy for reducing vehicle speed, reducing congestion by managing entry rates, restricting

through-traffic during peak periods, increasing public transportation options will undoubtedly reduce impacts on wildlife in this corridor.

Limit Vegetation Disturbance

We are concerned that "vegetation setbacks" are being considered between Sawmill Ponds and Death Canyon (DEIS, pg 52). These shrubs, forests and

wetlands along the road provide important wildlife habitat, in particular, the hawthorn patches along the corridor are excellent resources for bears and other

species. We believe that with the above considerations for a cap in vehicle traffic that is seasonal and adaptive, the Park Service would not need to consider

vegetation removal to manage human-bear conflicts. Additionally, the use of road closures in response to bear use of the corridor should continue to be an

important management tool. If the Park is proposing significant removal of habitat important to bears, this should be considered "take" by the U.S. Fish and

Wildlife Service in their Section 7 consultation under the Endangered Species Act.

Winter Use

We agree that the preferred alternative should not allow winter grooming or enhanced winter recreation opportunities above the current levels. We also

agree that winter grooming would increase adverse effects to wildlife (DEIS, pg 375) and would also increase effects on winter soundscapes. One concern

is the lack of consideration for mitigation of the effects of winter recreation under the preferred alternative (DEIS, pg 365). "Winter recreational use along

unplowed portions of the road (Death Canyon Road junction to Granite Canyon) and in surrounding backcountry areas would also continue to disturb

wintering wildlife behavior under alternative C." In fact, Grand Teton has instituted a number of winter wildlife closures and should consider the potential

for implementing similar closures in these areas if winter use is disturbing wintering wildlife.

http://www.nps.gov/grte/planyourvisit/upload/GRTE_map_winter_2011.pdf

At a minimum, the Park should consider closing areas to dogs or strictly enforcing dog restrictions. As a frequent winter user of this area and other areas in

Grand Teton it is unclear to me where and when dogs are allowed and frequently you see violation of the pet rules in the park. This can quickly lead to

increased stress on wintering wildlife.

Conclusions

I appreciate the opportunity to submit these comments on behalf of Greater Yellowstone Coalition on the Moose-Wilson Corridor Comprehensive

Management Plan - Draft Environmental Impact Statement. We have participated in all of the previous public processes on transportation planning in

GTNP including September 15, 2014 scoping comments on the Draft Moose Wilson Corridor Comprehensive Management Plan, February 5, 2014

comments on the Moose-Wilson Corridor Comprehensive Management Plan scoping and August 24, 2005 comments on the GTNP Transportation Plan

Draft EIS, and those comments remain relevant on overall planning for this important corridor. In addition, over 2,200 GYC members and supporters

submitted comments during this public process demonstrating to us the importance of this corridor as a visitor destination. We support Alternative C and

sought to provide improvements to the preferred alternative through this process. Please feel free to contact us on these concerns and we wish to remain

engaged in this project.

Thank you for your consideration of these comments,

Sincerely,

Chris Colligan

Wildlife Program Manager

Greater Yellowstone Coalition

P.O. Box 4857, Jackson, WY 83001

(307) 734-0633

Literature Cited

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Management, 69: 985-1000.

Correspondence ID:

3189 Project:48252 Document: 68894

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Received:

Jan,30,2016 22:21:21

Correspondence Type:

Web Form

Correspondence: I appreciate the opportunity to comment on the DEIS for the proposed Moose-Wilson Corridor project. I will make my comments

brief and direct them at some very specific aspects of this project. By way of introduction three things may be of importance to you as you review my

comments: 1) As president of my consulting firm, I served as the lead third-party consultant on nine EIS projects for a variety of federal agencies; 2) I and

my firm also served as the environmental lead for much of the trails, walkways, and other elements of the LSR Project for seven years from its inception to its completion, i.e. I know the corridor well and have witnessed its changes from 1963 when I was a river guide to the present; and 3) I have a PhD in Wildlife Science and spent 7 years completing my research and dissertation on black bears. I submit my comments as one of many who appreciate, use, and enjoy this treasured corridor and one who acknowledges the dedication and character of the personnel of GTNP.

Comments:

1) The NEPA process that was followed was unusual in that it was unclear what was being proposed other than a planning effort. The NPS as lead agency has the option to do this but in my opinion it made for a difficult process to track without an identified Proposed Action from the offset. Just an observation but I would have preferred a more straight forward, conventional NEPA process.

2) The scope of the subject matter for the draft was certainly exhaustive but I question what evidence was used to dismiss some of the concerns and disciplines. For instance, I think that Air Quality should have been carried through for each of the alternatives because I believe that differences among the alternatives considered for detailed analysis could have been demonstrated. Specifically, the potential for idling vehicles waiting in the queue to proceed

through the corridor will contribute to the pollution of the air as will the additional driving by those who choose the route through Jackson or Spring Gulch.

Conversely, having more bicycles or hikers would not add anywhere near the pollutants if a strong effort to encourage those means of visitation were

encouraged. If the analyses assumed that there were no differences or no significant differences among the alternatives, that assumption was not well

documented. I suggest that Air Quality be carried through for each of the alternatives in order to not make a capricious or arbitrary decision.

3) Perhaps one of the most disappointing aspects of the suggested preferred alternative was not taking the opportunity to move the existing segment of the

Moose-Wilson Road away from the existing wetland and aquatic environments. I fully realize that this would take some careful consideration in order to

avoid a potentially significant impact to the heritage resources within the corridor. However, I respectively suggest that this could be done. After all, much of that area was once an airport or at least an extended landing strip. In my opinion, the riparian, wetland, and aquatic resources that are found immediately adjacent to the Road are without question the most valuable elements of this montane ecosystem. I drove past this area at least twice and often as many as eight times a day for nearly seven years. Almost without fail, I witnessed wildlife either attempting to use these areas or in August-September the Hawthorne vegetation adjacent to the Road. The sagebrush/sparsely forested areas to the east of these aquatic resources are also important and are used by wildlife but their importance pales in comparison to the critical upland (Hawthorne stands), riparian, wetland, and aquatic resources that could so easily be avoided. GTNP has some very talented, well trained, and caring professionals; surely ways to either work around, avoid, or mitigate the cultural/heritage resources could be done. I am well aware of the comments from SHPO, professional archeologists, and historians on this specific matter. It is not my intention to restate or elaborate on them. They are part of the administrative record. I am just suggesting that taking the opportunity to move the road away from these critical natural resources would be more in line with the plans, objectives, intentions, and expectations of this proposed project. This element (moving the road) could easily become part of the Park's preferred alternative. I have seen the moose jams, bear jams, beaver jams, squabbles among visitors, shameful behavior by users of the road, and safety concerns for visitors, wildlife, and Park personnel for several years. Giving wildlife a chance to effectively use these habitats and still be able to view them from a safe distance in the sagebrush meadow to the east should be one of the most obvious changes to be made.

One other aspect or argument for making this element part of the Park's preferred alternative is that continuing to have traffic so close to these aquatic resources will, as the DEIS suggests, require the road to be modified. This may either require re-engineering the road or continuing to place additional fill (as defined in the Clean Water Act) in waters of the U.S. If this is true then the NPS has agreed to abide by the conditions of placing such fill noted in the MOUs, agreements, and regulations associated with the Clean Water Act. This project could likely involve up to an acre of fill or the effect of fill and

would therefore require completion of a 404 (b) (1) alternatives analysis and, under normal conditions, the USACE would be bound to only embrace the

'least damaging practicable alternative' which would be moving the Road so that the acreage of waters of the U.S. affected would be minimized. I know there

are many caveats, conditions, assumptions, etc. for this but again why not do this right and move the road with special provisions to protect, mitigation, and

avoid wildlife, wildlife habitat other important resources, including cultural resources. This really can be done and GTNP is smart enough to pull it off.

Like Air Quality, I came away after reading the DEIS that Aquatic Resources (including wetland, riparian habitats, and open water) could have been

addressed more effectively and more in line with its value to wildlife among the alternatives.

4) Bears, Bikes, and Biologists: I know a lot about bears, not so much about bikes, and I am a professional biologist. After reading the paper provided to

the NPS, listening to people talk about conflicts that they neither understood or didn't exist, and reviewing the wildlife section; I think that the DEIS

contains some subjective, conclusionary logic and opinions expressed as substitutes for science. Bear biology has a history of this kind of expression but

other species can also be the subject of slanted comments. Over the seven years that I worked at the JY (RSL Preserve) I and my crew saw lots of bears

(mostly black but a few grizzly as well). We also saw our share of bicyclists, hikers, and other recreationists use the road during all seasons. From my

viewpoint here are some aspects of bear behavior that I would like to include in my comments:

Bears are very intelligent, they learn well and quickly, unless they are rewarded by obtaining human food, they would prefer to avoid contact unless they

sense danger to themselves or young. When the plans for the trail system, bridges, and wetland walkways were being planned at the LSR Preserve, the

concern for bears, visitor safety, and reducing potential problems were major concerns. My crew learned (I already knew from working with bears for over

3 decades) that if they wanted to see bears they had to be quiet and if they didn't want to see bears (other than from a distance) they simply had to be noisy.

They also knew that they had to be very careful not to make human food available to bears if they didn't want them around (and they wanted to remain

employed by me). So why did we see so many bears as we worked on elements of the Preserve? We saw them because we were quiet and we were

consistent and predictable in our presence at certain locations. While working on the Lake Creek Bridge just upstream of the LSR Preserve visitor building,

we saw bears almost every day during August and September. Why? Because we were in the middle of a large Hawthorne stand that had been used by

bears for decades. They came, they watched us, we watched them, they ate berries and we worked on the bridges and trails. Here's the thing, we knew and

the Park knows where these concentrated food sources are located not only on the LSR Preserve but along the Moose-Wilson Road corridor. If we didn't

want the bears around all we had to do was be noisy and avoid the concentrated food sources which included not only Hawthorne vegetation in August and

September but rich grasslands in the early spring, and other typical seasonal habitats.

A couple other things about bears: they can cover big distances in a short time but seasonally often stay within a home range where they have learned to

make a living (especially females); bears have really good hearing but even better senses of smell and taste; their eyesight is not as poor as some would

have you think, especially if what is being seen, moves; and they instinctively want to avoid conflicts if possible or given a chance. So, to avoid

interactions say with bicycles some mitigation is certainly possible. Things like making trails in open areas, avoiding areas where there is a concentration of

important foods, avoiding approaches (especially fast, quiet approaches) to areas that may provide food, concealment, cover, or concentrated feeding sites.

Noise can be created in lots of ways such as making the surface rough so that the tires are not quiet. Putting noise makers on bikes that might not be audible

to humans but would be to bears is a possibility. There is actually an entire body of literature including studies of how to design paths and bicycles in order

to help avoid collisions using sight, hearing, and tactile senses. Also, making paths so that users can be seen at a distance, having stops or rest areas away

from sites likely to be attractive to bears such as natural feeding areas, and avoiding use of areas during crepuscular periods such as early mornings or late

evenings are all possibilities. Avoiding use of trails altogether during some periods of the season or day is also feasible. Remember, it is not that

uncommon to close trails at the LSR Preserve or along the Moose-Wilson Road during August or September to avoid creating problems for visitors or

bears. Those of us who built the trails and facilities at the LSR Preserve were aware of the potential problems but we tried to use some judgement while we

built them to avoid problems with bears and those who manage the LSR Preserve also use good judgement in applying mitigation so that the trails can be

used, the visitors are safe, and the bears get to eat Hawthorne berries. One very regrettable exception to this occurred regarding a young grizzly bear within

the last two years but in my opinion neither good judgement nor mature experience prevailed.

I am not an avid bicyclist or even a routine user but I was distraught to read the treatment of bears, bikes, and hikers in Alternative D in the DEIS. I found it

disappointing in the DEIS, to see how we ignored how far we as wildlife managers and recreation specialists have come over the past several decades in

applying what we have learned from real science where hypotheses are tested, objective data are gathered, and solutions to problems sought. A survey of

the area in regards to the presence or absence of bears or their habitats is simply that a survey. Someone looking at the survey and making a short visit to

the corridor and then rendering opinions is also not science. I saw no attempt at a study as to cause-and-effect of habitat use or non-use, mortality of

recreationists or bears, or even the suggestion that the use of a dedicated, properly mitigated, multi-use pathway would lead to bear or visitor mortality.

With the right approach to planning, implementing past experience, and recognizing that there are spatial and temporal mitigation measures that can be

followed in the configuration, construction, operation, and management of trails that would allow a rewarding use and still protect the resources found

within the corridor and GTNP is blantly missing from the DEIS.

I don't have a 'dog in the fight'. I chose not to become the 'bear spokesperson' for those advocating a dedicated pathway. Not because I have anything

against them or pathways but in order to avoid an unrelated conflict of interest. It was my experience that the bicycle advocates were actually very

agreeable and willing to go the extra mile or do the right thing, including not getting their way if it was for the good of the resources. I do think however

that I should recognize non-science and opinions when I see them, especially on a subject that I have extensive knowledge and site-specific experience.

5) A few miscellaneous comments. Good job on recommending paving the southern part of the road. Hate to see it in some ways but it is logical and necessary. Travelling on the dirt road was one thing, pulling cars with broken axles out (twice in 7 years), seeing the vegetation sprayed with chemicals, and tolerating the erosion and sedimentation next to creeks, and seeing the road gradually widen in order to avoid potholes is something else entirely. I think safety of users is important, hence my opinion that would favor a separate pathway. That said, I really think that the pathway need not be another road like it is along Highway 89. Something much more subtle would work just fine. 20 MPH sounds great but with pedestrians, bicycles, and vehicles sharing the road I really think that it will only be a matter of time till a pedestrian or bicyclist is seriously hurt or killed. I have witnessed drivers doing 35-45 MPH on that road because they are seeing it for the thousandth time and it is at that point, just a road to home or wherever. Safety should have been more fully analyzed for each of the alternatives.

Lastly, I would like to submit that the 'zone of influence' if a separate multi-path were part of your preferred alternative may actually not be much of an increase as an adverse impact, over the current road alignment. It is true that individuals having small home ranges such as certain birds or small animals may lose much or even their entire home range but as a species or group that loss would not likely rise to the level of being significant. However for the mega-fauna (ungulates, bears, cats, and canines) the difference between the zone of influence in a road with a bike lane and a road with a multi-user pathway adjacent (within 5 meters) may not be significantly greater. There are several studies on this including some that the NPS completed on the Moose to Jenny Lake pathway segment. I use significant in the NEPA sense at this point.

I appreciate the efforts that you put into this document. Seldom will all those affected agree with the conclusions reached, why should this one be different?

I look forward to seeing your decision and reading your responses to my comments. If you should need clarification or references regarding any of my comments please feel free to call or email me.

Sincerely,

Roy D Hugie, PhD

Correspondence ID:

3191 Project:48252 Document: 68894

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Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: The Moose-Wilson Rd. is a very special corridor. That stretch of road provides invaluable habitat for wildlife and acts as a transition

between the world of Teton Village/the West Bank and the heart of Grand Teton National Park. I do not feel that it is at all appropriate that a bike path be

constructed in such a unique/vital wildlife area. Thousands of trees would be removed to accommodate a bike path, with asphalt replacing both trees and

ground cover. Once again, wildlife would be confronted with humans encroaching on their habitat. Additionally, paved pathways are not necessarily safe in

such a wildlife area. For tourists, a paved pathway might seem like a perfect place for a stroll. Few realize that, due to the area's thick vegetation, it would

be very easy for hikers or bikers to surprise an animal. The results of those confrontations could prove deadly.

I am in favor of the Park's alternative "C": I think it is appropriate that the number of cars be regulated. That the speed limit be kept at 20. And that current

unpaved section be paved.

There are miles and miles of bike paths in the world of Teton County. There is only one Moose-Wilson Road in the world. It is a beloved part of our Park.

Please protect it.

Correspondence ID: 3192

Project:

48252

Document:

68894

Name: Campbell, Cindy

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Wilson, WY 83014

United States of America

Outside Organization:

Bear 760 Community Unaffiliated Individual

Affiliation:

OfficialRep

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: To Grand Teton National Park,

I strongly support Alternative C for the future of the beautiful and truly unique, Moose-Wilson Corridor. Having lived in the Jackson Hole Valley for for 45 years, I assure you, your plan to protect this pristine swath of land, Is optimal and most "old time" locals, like myself, appreciate the hard work which went into your process.

This alternative will help assure that wildlife together with the flora and fauna can be enjoyed by all, while still staying true to your core mission. Allowing small areas, such as this Corridor, to be free of unnecessary activities, insures our grandchildren will experience the same "wildness of place", that we have for decades.

We support projects that help our wildlife thrive, while forever being encroached upon by human activity. Please do not waiver from your own preferred alternative, no matter the pressure you are sure to feel.

Thank You for your consideration.

Cindy Campbell

Grizzly Bear 760 Community

Wilson, Wyoming

Correspondence ID:

3194 Project:48252 Document: 68894

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Wilson, WY 83014

United States of America

Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 23:27:47

Correspondence Type:

Web Form

Correspondence: I am writing in support of the Preferred Alternative C.

Establishing a vehicle cap is in keeping with the approach sought by Mr Rockefeller in his gift of the JY Ranch to GRTE. I would actually have preferred

that the NPS be even more restrictive in order to protect the amazing values of this important area within GRTE.

I support the decision not to have a separate bike path and the underlying reasons for that decision. To be clear: I am completely opposed to the idea of a

separated bike path.

I ask that the Park specifically prohibit the use of (fat tire) bikes on the road during the winter months. The latest "most fun" thing to do in the valley is to

ride a fat tire bike up Cache Creek at night. Don't assume people will know that they can't ride a bike there when the road is closed in winter. The general

absence of Park personnel in this part of the Park during the winter months makes it more likely that this activity might take place.

Please do not even consider opening the road in winter. Please leave the use as it is at the moment: snow shoeing/walking/ cross country ski-ing and

ungroomed. Winter is the only time when one can truly appreciate the silence and peacefulness of the M-W corridor.

I am concerned that the Park may not do sufficient enforcement of the proposed 20mph speed limit. With fewer vehicles on the road than there have been

in recent years, there will be a great temptation to drive faster.

If the Park is unable to enforce the 20mph speed limit especially at night when there will be fewer vehicles on the road, when presumably the cap will not

be at the limit thereby allowing access to vehicles intending only to speed through the corridor on their way to Hwy 390. I would like GRTE to consider

having the option of closing the road to through traffic at night. This would eliminate the threat to wildlife from speeding vehicles, give the wildlife a much

needed respite from vehicles and further reinforce the idea that the road is not to be a "short cut" or bypass but rather is a unique and special place within

the Park which may be visited, enjoyed and appreciated. The absence of vehicle engines would give the opportunity to actually hear sounds that have been

drowned out for years now by engine noise.

I read that the County Commissioners are requesting consideration of a climbing lane for bikes on the parts of the road where there is a substantial uphill

grade. If the Park can effectively enforce the speed limit at 20mph there should be no need of this. To construct a separated lane in the particular locations

would be too disruptive/destructive given the vegetation and topography of the locations in question.

I support a ban on use of the corridor by taxi services.

I sincerely hope that GRTE will work with the online map/GPS services to ensure that they will identify the road as having use restrictions and not simply

the easiest way to go from Teton Village to the airport or to Moose.

Also installation of effective signage at the south end of Hwy 390 to ensure that drivers are informed about the restrictions before they drive all the way up

to the park entrance.

thank you for the opportunity to comment and for all the work that Park staff has put into considering the alternatives.

Correspondence ID:

3195 Project:48252 Document: 68894

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Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 00:00:00

Correspondence Type:

Web Form

Correspondence: I have been in Jackson Hole for over 20 years now and am familiar with the chaos that can be experienced on the Moose Wilson Rd.

I don't know what the solution is but I do know that a pathway system should not be built. I am a cyclist and love all of our new pathway systems especially

the fact that we can ride from town all the way to the Park and not have to be in traffic but some places like the Moose-Wilson rd. just should not be

developed more. What about the beaver ponds? It is such important habitat for beaver, moose, muskrat, ducks, bears, etc. how can you assure this habitat

wouldn't get destroyed?

Also if you pave the dirt, you will just have more drivers driving too fast. Why is there this need to change that now?

I know it is hard to try and please everyone but sometimes we have to think of the benefits to the wildlife. We have enough roads, we have developed

enough, is there really a reason to make such a unique place into something else it shouldn't be. Maybe it should be closed to cars. And only people that

live in the area can drive.

My main concern is that no pathway is built on the Moose-Wilson rd. in the park.

Sincerely,

Leine

Correspondence ID: 3197 Project: 48252 Document: 68894

Name: Barrett, Dave

Address: wilson, WY 83014

United States of America

Outside Organization: Unaffiliated Individual

Affiliation:

Received: Jan,30,2016 00:00:00

Correspondence Type: Web Form

Correspondence: Having attended many meetings and studying the various alternatives for the Moose
_Wilson Corridor, i recommend that the

"Preferred Alternative C" as represented by GTNP, be adopted. Ultimately Safety of use and users is the
essential bottom line

Please do not construct a paved separated pathway in the corridor for bicyclists, joggers, walkers, etc as
the potential for sudden surprise encounters with

wildlife such as grizzly bears, black bears, even moose. could result in disasterous outcomes of injury or
even death.

Furthermore, the impacts of construction and maintenance of a paved pathway where many trees will
be removed and asphalt applied will have a a major

negative impact on the wildlife habitat.

The Moose_Wilson corridor is a unique and exceptional wildlife habitat which deserves and requires the
highest level of protections and stewardship which

is the essence of the mission of Grand Teton National Park.

Thank you for your considerations.

Correspondence ID

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Outside Organization:

Unaffiliated Individual

Affiliation:

Received:

Jan,30,2016 23:47:40

Correspondence Type:

Web Form

Correspondence: 1. Page 166 of the EIS eliminates widening the roadway for a bike path. This is a simple cost effective solution that provides a

multiuse roadway - simply widening the existing road by adding bike lanes. And part of the reasoning for this decision was it would require striping the

roadway which would preserving the historic character of the corridor.

Alternatives B-D require paving the roadway. Please confirm that if Alternate B, C or D are selected that the new paving will have no striping. (And thus

"preserve the historic character of the road corridor".)

2. In regards to environment: Basically the EIS (page 41 and 355) eliminated looking at the carbon footprint of the project (...I must say by using sleight of

hand.

2a. Has the NPS done an energy study complete with tallying the CO2 emissions comparing a gravel roadway to a paved roadway from cradle to grave?

Concrete and asphalt are very energy intensive products and are amongst the highest contributors of CO2 to the atmosphere. A complete study would

include the energy involved (using carbon based fuels) to extract the products used in the roadway; deliver them to the site; build the roadway; demolish

the roadway after its useful life; and the resulting CO2 emissions each step of the way.

Per the EIS (Total One-Time Facility Costs, page 152) the cost difference between gravel (Alternate A) versus the least expensive paving option (Alternate

C) is about \$21,000,000. What is the carbon footprint of Alternates B-D for a new paved road vs. the gravel road and how much does the footprint for each

Alternate really cost the environment?

2b. One negative that the EIS lists for gravel roadways is the roads need to be sprayed with magnesium chloride. I may have missed it but does the EIS

mention anything about the contaminated runoff (rain/snowmelt) off from asphalt or concrete paved roadways.

3. 20 mph seems to be a design goal. What traffic calming methods have been investigated to achieve these vehicle speeds?

4. Alternate A is the only Alternative that truly maintains the historic character of the roadway. I think a walking/bike lane or path is essential for the

project. It is ridiculous not include improvements to human powered transportation on any road project in the park. So my preference is a modified

Alternate A - a gravel road along the existing route, but

- a) widen it to allow bike and pedestrians some additional clearance from the motor vehicles and
- b) control the number of vehicles and bikes allowed on the road (the concept outlined in Alternate C).

Correspondence ID:

3200 Project:48252 Document: 68894

Name:

Mead, Matthew H

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United States of America

Outside Organization:

State of Wyoming State Government

Affiliation:

OfficialRep

Received:

Jan,29,2016 00:00:00

Correspondence Type:

Letter

Correspondence: January 29, 2016

David Vela, Superintendent

Grand Teton National Park

National Park Service

P.O. Box 170

Moose, WY 83012

Re: Moose-Wilson Corridor Draft Comprehensive Management Plan and Environmental
Impact Statement

Dear Superintendent Vela,

I appreciate the extension and the opportunity to comment on the Moose-Wilson Corridor Draft
Comprehensive Management Plan (Plan) and

Environmental Impact Statement (EIS). The Moose-Wilson road is important to both Wyoming residents and visitors. There are strong and diverse views

on the best future for this road. It was appropriate to offer additional time for the public and cooperating agencies to deliberate and develop comments.

A variety of perspectives have been presented to the National Park Service (NPS) on the future of the Moose-Wilson road, including human safety, public

access, air quality, wildlife resources, cultural resources and more. In the past, I and local government bodies have advocated for the development of an

independent pathway from the Granite Canyon Entrance to the Teton Park Road. The Teton County Board of Commissioners (Commissioners) has

modified their position on the right alternative for the Moose-Wilson road. I respect and give weight to their position but remain concerned about public

safety and address it and other concerns here.

I support several components of the NPS preferred alternative -the lowering of speed limits and safe transitions between pathways and roads to improve

human safety. The Commissioners introduced the concept of climbing lanes for non-motorized travelers which I support. This has the potential to increase

safety without a separate pathway. Realignment of the roadway at the northern entrance should provide a better visitor experience. I also support transit

(small buses or vans) through the Moose-Wilson corridor. Local elected officials and private entities in Teton County have extensive experience and

interest in setting up and operating a successful transit system. Their skill should be tapped as a part of this process.

There are gaps in the Plan and EIS. I ask the NPS take a hard look at the air quality in the region and the impacts of the alternatives on regional air quality.

I am concerned if visitors are forced to wait for extended periods to enter the corridor, idling vehicles may impact air quality and this has not been

analyzed. Vehicles detouring around the corridor may also impact air quality as they are forced to take longer routes to enter the Grand Teton National Park

(GTNP). I have additional questions on cumulative impacts of the NPS's preferred alternative. For example, the possible consequences of a queuing system

on resources and services outside of the GTNP have potential significance. I am interested in the NPS' s analysis of impact on roads outside of GTNP if

visitors turn around and enter the park from US Hwy 26 because of the corridor wait times. I am interested in the NPS 's assessment of the effect of long

queuing lines or visitors traveling other routes on wildlife. Consistent with other commenters (including the Wyoming Department of Transportation) I am

interested in the NPS's analysis of parking and other aspects of queuing systems and how those will be implemented and managed. The emphasis on

reducing vehicles presents an opportunity for non-motorized vehicles - non-motorized visitors need to be addressed separately from motorized queuing. I

ask the NPS to reevaluate its approach to visitors who experience GTNP outside of a car.

I also believe the NPS must develop and employ a more robust and collaborative adaptive management strategy. Adaptive management must address the

resource, safety, environment and opportunity to share the GTNP and Moose-Wilson corridor with the public. Alternatives that create flexibility and the

ability to adapt for the most benefit should be available and capable of integration. Adaptive management by definition is a set of management practices

that blends science and public engagement and is designed to address complex natural resources management challenges. Adaptive management relies on

management, monitoring and evaluation to improve resource management and protection. According to the U.S. Department of the Interior, "[A]daptive

Management does not represent an end in itself, but rather a means to more effective decisions and enhanced benefits." I encourage GTNP to employ

collaborative adaptive management- a type of adaptive management that emphasizes joint learning and active partnership between managers, scientists and

other stakeholders, including the public. An adaptive management strategy can help inform possible management actions identified in the Visitor Use

Management Framework. The NPS should identify its objectives for its adaptive management program for the Moose-Wilson corridor. At a minimum the

strategy should: 1) gather data and evaluate the impacts of visitor use in the corridor, and 2) gather additional data regarding the overall social, cultural and

ecological impacts of visitor use and how to use that data to guide future management decisions. There have been two fatalities from vehicle-cyclist

collisions. We all have a responsibility for human safety. In keeping with adaptive management, if safety incidents, accidents or fatalities occur between

vehicles and cyclists or pedestrians, NPS should provide for further human safety study in this EIS.

We all should be concerned that public safety is being properly accounted for in the Plan and EIS. The narrow character of the Moose-Wilson road creates

safety issues when vehicles, cyclists and pedestrians are funneled together. This issue is not squarely addressed in the NPS preferred alternative. Additional

conversations must occur between the NPS and cooperating agencies on options to protect Wyoming residents and visitors. I continue to believe a plan for

the future of the Moose-Wilson road can accommodate both non-motorized transportation as well as two-way vehicle access. This can be done while

protecting park resources, maintaining the rustic character of the road, improving public safety and continuing public access. These options range from a

separated pathway to potential realignment of sections of the Moose-Wilson Road. As recognized in the enabling legislation that expanded GTNP in 1950,

NPS has an obligation to provide access to private and state lands within and outside of GTNP. The Moose-Wilson Road provides an important local

connection from the Wilson area to the Moose area. Management tools must be implemented in a way that recognizes local access. The NPS has made

timely progress in developing and completing this Plan. Additional work remains. I look forward to continued conversations with the NPS and cooperating

agencies.

Sincerely,

Matthew H. Mead

Governor

MHM:mdm

cc: Barbara Allen, Chairwoman, Teton County Board of Commissioners

The Honorable Sara Flitner, Mayor, Town of Jackson

Jim Terry, Chairman, Teton Village Association ISD

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Jan,29,2016 00:00:00

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Letter

Correspondence: January 26, 2016

Superintendent David Vela

Grand Teton National Park

P.O. Box 170

Moose, Wyoming 83012

Re: Moose-Wilson Corridor Preferred Alternative Comment Letter

Dear Superintendent Vela:

We thank Grand Teton National Park staff and other members of the Moose-Wilson corridor analysis team for crafting the NPS Preferred Alternative for

the Moose-Wilson corridor. We do not believe this alternative is perfect, and in this letter we offer several suggestions for improvement, but you have

largely succeeded in creating a plan that balances resource protection with public access and recreational opportunities. We applaud your thorough, open and inclusive process.

It continues to be the goal of this commission, and our community as a whole, to support the National Park Service in your effort to maintain the unique

character of this byway. We support your efforts to maintain the narrow, slow-speed rural character of the Moose-Wilson Road and reject suggestions for a

higher speed, higher capacity roadway. Most importantly, we support your efforts to reduce traffic and resource impacts - while still providing meaningful

public access. As a Cooperating Agency, we appreciate the opportunity we have to help shape this plan. We take seriously our responsibility to meet our

community needs while supporting you in your efforts to meet your overarching mission, as described in the Organic Act of 1916: "... to conserve the

scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will

leave them unimpaired for the enjoyment of future generations."

There are many positive elements in the Preferred Alternative - several highlights:

1) We support your efforts to protect the important cultural and archaeological site in the vicinity of the Sawmill Ponds Overlook, known as Site 48TE498.

2) We appreciate that the Preferred Alternative employs a sustainable transportation management model, in which the Park has identified management

objectives and intentional final corridor conditions, rather than, as is more typical with transportation models, simply expanding roadways in reaction to

visitor demand.

3) We support the road realignment and new entrance station proposed at the north end of the corridor. This new entrance station will provide the Park with

additional tools to more effectively manage the corridor.

4) We support rebuilding and paving the current gravel sections to a width comparable with the other paved sections. Installed properly, this will provide a safer experience for all users - as drivers will be able to focus on other corridor users rather than being distracted while attempting to dodge potholes. As well, paving will benefit the resource (groundwater and vegetation) as it eliminates the use of dust-control chemicals. Although counter to most roadway design, it is imperative that the newly paved section continues the uncomfortably narrow width, sharp curves and poor sight distance of the other roadway segments. This will produce high "visual friction" and traffic calming - resulting in lower speeds. As noted in the Federal Highway Administration Road Safety Audit, these "deficiencies" provide effective traffic calming resulting in a remarkably safe road for vehicles and wildlife.

5) We support reducing the speed limit to 20 mph and implementing (in cooperation with Teton County and the Wyoming Department of Transportation) a robust Intelligent Transportation System. The ITS messaging program will provide information about road conditions (travel time, animal jams, transit/pathway availability, etc.) that will allow visitors and residents to make more informed route and mode choices.

We have concerns and/or request consideration of the following:

1) Vehicle Cap - We support a fact-based, rational limit on vehicles in the Moose-Wilson corridor. Your analysis has not convinced us that the proposed cap (200 vehicles and/or 550 people) both adequately protects Park resources and provides sufficient access opportunities for visitors. We request the Park continue to involve Teton County in implementing an adaptive management approach to these limits - as an overly restrictive cap could unnecessarily limit public access to this unique area, harm our community, and erode support for the Park. Reducing vehicles in the Moose-Wilson corridor is a worthy goal, but unnecessarily limiting human access is not. It is important to find the right balance. We respectfully request, as a Cooperating Agency, additional opportunity to help shape this policy and address these related concerns:

a. Queuing Lanes and Access - We are concerned that the proposed threshold limits and queuing lanes will negatively impact access to the Park for

bicyclists and nearby residents, as well as impact air quality. How will residents located inside the southern Park boundary or in close proximity to the

Granite Canyon Entrance Station access their homes when long lines of idling vehicles are queued to enter the Park? At what threshold will bicycles no

longer be permitted to bypass the queuing lanes? How will the Park address air quality impacts generated by these queuing vehicles?

b. Indicators and Thresholds - We are not convinced that the "vehicle-free viewscape" indicator and 70% vehicle- and bicycle-free viewshed threshold is

valid or measurable. Strict interpretation of this indicator may unnecessarily limit both bicycles and vehicles. We ask that you provide additional rationale

and support for

this indicator. As well, we support the Park's current policy, as outlined on Page 51 of the Draft Environmental Impact Statement, of allowing bicycle users

to bypass the entrance station queuing lanes.

2) Transit - Alternative C briefly mentions that future management measures may include consideration of "a corridor reservation system and/or transit."

Properly managed, transit (small buses or vans) could help limit the growth of private vehicles in the corridor, more effectively protect the character and

resources, and provide sufficient public access. Additionally, transit could give visitors wonderful opportunities to view wildlife. Vans, with well-trained

drivers, could continue to traverse the corridor, without harming wildlife and

without wildlife harming people.

We are sensitive to the risks of overwhelming the Moose-Wilson corridor with an overly aggressive transit system and therefore recommend the Park take

an adaptive management approach to transit, in coordination with the vehicle cap threshold. Teton County and the Town of Jackson recently adopted the

Integrated Transportation Plan (ITP). The ITP will rely heavily on transit to help reduce the growth of single-occupancy vehicle use in our valley. We

believe a successful transit program in the Park could help our community achieve these traffic-reduction goals and reduce impacts to Park resources.

Therefore, as a Cooperating Agency with a successful transit system of our own, we offer our expertise and look forward to coordinating and partnering

with you on our collective transit efforts.

3) Safety for Cyclists, Walkers, and Motorists - At this time, consistent with the Preferred Alternative, we do not support a separate pathway along the

entire corridor. However, the Preferred Alternative must do more to protect these users and find ways to encourage Park visitors to get out of their cars and

explore the Moose-Wilson corridor via quieter and less impactful means. Several options:

a. Traffic Calming- Maintaining the narrow and winding character of the roadway and implementing (and enforcing) a 20 mph speed limit are positive

steps. We recommend the Park evaluate additional design and traffic calming measures that will encourage motorists to drive slowly and lessen the need

for on-the-ground

enforcement.

b. Climbing Lanes - The safety issues for cyclists and pedestrians are generated primarily by the relative difference in speed between motor vehicles,

cyclists, and pedestrians. On downhill and flat sections, many cyclists can maintain speeds similar to vehicles. However, on the steep uphill roadway

segments (between the Levee Access Road and LSR), this speed differential is most pronounced. We encourage the Park to consider installation of short,

one-way, narrow (5' wide), bicycle climbing lanes on these steeper hills. These paths would closely parallel the roadway, rather than widening the

roadway. Due to the close proximity to the road, narrow width, and low (uphill) speeds, these one-way paths should minimize resource impacts, minimize

habitat fragmentation, reduce the likelihood of surprising a bear (slow uphill speeds and proximity to the road), and allow for a wider range of users.

We thank you for including us in this important process and for considering our comments. We look forward to opportunities for additional collaboration in the coming months.

Sincerely,
Barbara Allen,
Chairwoman

Attest:

Sherry L. Daigle
County Clerk

Cc: The Honorable Matthew H. Mead, Governor, State of Wyoming
Jackson Town Council

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3202 Project:48252 Document: 68894

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Jan,29,2016 00:00:00

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Letter

Correspondence: January 28, 2016

Superintendent David Vela

Grand Teton National Park

P.O. Box 170, Moose, Wyoming 83012

Re: Town of Jackson Comment on Moose-Wilson Road

Dear Superintendent Vela:

Thank you for the opportunity to participate and comment on the Moose-Wilson Preferred Alternative. The Jackson Town Council also would like to

express its appreciation to you, the Grand Teton National Park staff and other members of the analysis team for crafting the NPS Preferred Alternative for

the Moose-Wilson Corridor. We recognize this was a long, difficult and controversial process and we commend your

team on their dedication and professionalism.

Like many who have been involved in this process, we do not believe this alternative is perfect. However, we strongly believe you have succeeded in

creating a plan that balances resource protection with public access and recreational opportunities.

The Town of Jackson supports the National Park Service in your effort to maintain the unique character of this byway. We agree with your efforts to

maintain the narrow, slow-speed rural character of the Moose Wilson Road and reject suggestions for a higher speed, higher capacity roadway. Most

importantly, we support your efforts to reduce traffic and resource impacts, while still providing meaningful public access.

After reviewing the preferred alternative and hearing from many of our constituents, the Jackson Town Council supports Alternative C. As noted

previously, this is an imperfect plan, but we believe it balances resource protection with public access and recreational opportunities.

We also believe that the National Park Service conducted a fair, thorough, inclusive and honest process. We congratulate you on this effort.

While we support the Park's preferred alternative, we share Teton County's concerns regarding the vehicle cap and traffic queuing system. Like the

commissioners, the Town Council supports a fact-based, rational limit on vehicles in the Moose-Wilson corridor We request the Park continue to involve

the Town of Jackson and Teton County in implementing an adaptive management approach to these limits. We respectfully request, as a Cooperating

Agency, additional opportunity to continue to help shape this policy and address these related concerns.

We recognize that the NPS is the decision-maker on this issue, but we appreciate the opportunity to comment on this important community issue. We look

forward to working with you to implement the study's recommendations for the betterment of our community.

Sincerely,

Sara Flitner, Mayor

Town of Jackson

Cc: Governor Matthew Mead

Senator Mike Enzi

Senator John Barrasso

Rep Cynthia Lummis

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Jan,29,2016 00:00:00

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Correspondence: Ref: 8EPR-N

Mr. David Vela, Superintendent

Grand Teton National Park

U.S. Department of the Interior

National Park Service

PO Box 170

Moose, Wyoming 83012

RE: Moose-Wilson Corridor Draft Comprehensive Management Plan/Environmental Impact Statement:
CEQ# 20150302

Dear Superintendent Vela:

The U.S. Environmental Protection Agency Region 8 has reviewed the Draft Environmental Impact Statement (EIS) for the Moose-Wilson Corridor - Draft

Comprehensive Management Plan, developed by the National Park Service (NPS), Grand Teton National Park. In accordance with our responsibilities

under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the EPA has reviewed and rated this

Draft EIS.

Project Background

The planning area comprises approximately 10,300 acres in the southwest corner of the Grand Teton National Park in Teton County, north of Jackson,

Wyoming. The project identifies the need to establish a comprehensive management plan for the existing 7.1 miles of the Moose-Wilson Road within the

park boundaries and the surrounding corridor. Moose-Wilson Road is increasingly being utilized by visitors and local commuters, and with the transfer of

private to public ownership of the Laurance S. Rockefeller Preserve, the NPS is anticipating future increases in the use of this once-seldom utilized portion

of the Park. Increased usage of this area by grizzly bears and other wildlife and their interactions with visitors are also drivers for the need of the

management plan.

Alternatives

The Draft EIS analyzes a no action alternative (Alternative A), as well as three other action alternatives (Alternatives B, C, and D). The NPS has identified

Alternative C as its preferred alternative. Alternative C proposes the following:

1. the addition of car queuing lanes at the entrance stations to limit the amount of vehicle traffic and avoid potential congestion within the corridor;
2. paving the existing unpaved section of the Moose Wilson Road;
3. the addition of turnouts to deter use of visitor-made turnouts;
4. the addition of an 80-90 car parking lot for the Death Canyon trailhead to avoid impacts from visitor-made parking;
5. removing a portion of Death Canyon Road and converting it to part of the existing trail;
6. realignment of the northeast section of the road to restore the beneficial wetland hydrology; and
7. removing the existing northeast portion of the Moose-Wilson Road and restoring it with native vegetation.

Alternatives B and Dare similar to C, except that they both propose additional realignments of the existing road (beyond the northeast section) to remove it

from wetlands that it currently transverses. This realignment appears optimal; however, the proposed relocation of the road would impact important cultural and archaeological resources. Alternatives B and D also propose to leave the unpaved portion of Moose-Wilson Road unpaved, which the Draft EIS indicates may result in increased impacts from road erosion and dust abatement activities. Alternative D also proposes to add a multiuse pathway along the road for cyclists and pedestrian traffic in addition to scenic overlooks.

Recommendations for consideration

The EPA recommends that in the Final EIS, the NPS expand upon the exact best management practices (BMPs) that will be utilized for this project, specifically those that relate to erosion, sedimentation and the protection of aquatic resources. The EPA acknowledges that the NPS identifies a number of BMPs and areas where BMPs are necessary; however, the Draft EIS frequently states that BMPs will be developed and implemented without providing specific detail. We also recommend that the Final EIS identify mitigation measures as they relate to parts of the project where new paving or construction will occur. As recommended in our September 15, 2014 letter, design features should be considered to avoid or mitigate concentrated runoff flows that can arise from new construction and paving. While the Draft EIS states that the NPS will make efforts to avoid such issues, the document does not provide detail about how this will be accomplished. Providing greater detail on these facets of the project will enhance the understanding of how aquatic resources and wetlands will be protected.

Climate Change

The EPA acknowledges the proactive approach of the NPS' Climate Change Response Program in its efforts to aid parks in coping with the uncertainty of future climate conditions. The NPS' Climate Change Response Program provides strategies of Science, Mitigation, Adaptation, and Communication that

will allow the park to address climate change throughout implementation of this comprehensive management plan.

Conclusion and rating

The EPA agrees that the NPS preferred alternative (Alternative C) provides the best balance between environmental and cultural/historical impacts.

Pursuant to EPA policy and guidance, the EPA rates the environmental impact of an action and the adequacy of the NEPA analysis. The EPA has rated the

preferred alternative as "LO" (Lack of Objections). This "LO" rating means that the review has not identified any potential environmental impacts requiring

substantive changes to the preferred alternative. A full description of the EPA's rating system can be found at: <http://www2.epa.gov/nepa/environmental->

impact-

statement-rating-system-criteria.

We appreciate the opportunity to review this project and hope are recommendations help the NPS when finalizing the EIS. If you have any questions or

would like to discuss our comments, please contact me at (303) 312-6704 or Matt Hubner of my staff at (303) 312-6500 or Hubner.rnatt@epa.gov.

Sincerely,

Philip S. Strobel

Director, NEPA Program

Office of Ecosystems Protection and Remediation

Enclosure

cc: Mr. Chris Church, National Park Service

Mr. Daniel Noon, National Park Service, Grand Teton National Park

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Jan,29,2016 00:00:00

Correspondence Type:

Letter

Correspondence: Dear Superintendent Vela and Planning Team,

Please accept my comments as a neighbor, business in proximity, and representative and elected representative of Teton Village Association, your closest

proximate Governmental entity. These comments are offered in the spirit of Partnership and your personal invitation and commitment to participate in

developing the best alternative for the resource and public who all share a passion for this extraordinary arrival experience into Grand Teton National Park.

In that context please seriously take into consideration the Holland and Hart White Paper dated January 19 which I incorporate by reference.

In that spirit of developing an improved preferred alternative please consider the following:

1) Corridor Capacity- Much dialogue has taken place on the derivation of the capacity of 200/550 presumably developed around 2013 summer season actual

visitation. While capacity is also supposed to be

tied to resource capacity that linkage has not been persuasively and objectively made. Other questions related to the capacity issue are as follows:

a) Rational analysis of existing parking (160) and how each parking area impacts the resource. ie. How does someone parking at Death Canyon who may

be in the back country for multiple days impact the

the "front country" corridor?

- b) How are residents in the South Park community counted?
- c) It is unclear if bikers will be counted in the one out/one in proposal? They should not be counted as they have little if no impact on the resource.
- d) Transit impact to minimize resource impacts (see below).
- e) Please explain how the proposed queuing system will work and the impacts thereof.
- f) The Draft EIS states that the 200/550 was a starting point and can/will be adjusted as seen fit by GTNP. The broader Teton Community should be part of

the dialogue leading up to any adjustment or change because of the impacts directly related to existing transportation systems.

- 2) Transit- Teton County and Teton Village have each demonstrated a willingness to partner with GTNP on a specific transit plan developed by the Park

for the benefit of park guests and resource preservation. Transit could serve the most traveled tourist attractions within the corridor such as LSR. Further,

those who may be bikers and intimidated by certain sections or the entire corridor may choose to bus to a safer site. Transit could lessen the impact of the

proposed queuing system with idling cars. Lastly, transit could improve the air quality impacts which, according to Holland and Hart have not been

adequately addressed.

- 3) Pathways- JHMR and TV A are convinced that a separated pathway would be a huge improvement for safety within the corridor. This has been

characterized by some as a self-interest response which is nothing more than a cheap shot. We have lost two bicyclists within the Park and we hope that is

the extent of that risk. Further, the GTNP has clearly shown a commitment to non-motorized travel throughout other locations of the Park and are now,

with the preferred alternative, creating an obvious void. This can and should be addressed at a minimum on the Southern Section of the corridor. The 2007

ROD embraced that concept and should be followed. The reason given for vacating that portion of the 2007 Plan is wildlife interaction which can be

mitigated with the right alignment AND is not justified by the data presented. Please explain the justification for this change.

4) Northern Road Realignment- Again another area where the 2007 ROD got it right. The resource impacts of the road being retained in an admittedly very

sensitive wetlands and wildlife area is not justified. The reason provided to change that alternative (to impact .8 acres within a 12 acre archeological site)

that has been known for over 40 years does not make sense. While we all respect and honor our Tribal history the tradeoff does not compute. It is also

inconsistent with previous Park decisions ie. Jenny Lake where mitigation was the chosen strategy. The site can be preserved and the Park should work

with SHPO to preserve in a way that the site is not lost permanently. Please rationalize the prioritization of cultural vs. natural resources.

There are many more areas that could be addressed but I wanted to limit my comments to what I believe are the core issues. GTNP and you, Superintendent

Vela, have done a tremendous job to go beyond the normal process in outreach to the community.

These comments are offered in response to that outreach and opportunity to participate with the Park for the best possible outcome.

Best regards,

Jerry Blann

President

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Correspondence: Superintendent David Vela

Grand Teton National Park

PO Box 170

Moose, WY 83012

January 29, 2016

Dear Superintendent Vela,

Thank you for the opportunity to comment on the Moose Wilson draft EIS. As you are aware, Teton Village is the closest adjacent community to Grand

Teton National Park's southern entrance via Moose Wilson Road. As a neighbor, Teton Village Association Improvement and Service District (TV AISD)

is committed to partnerships - serious relationships that support each other. We send these comments in response to your request for specific feedback on

the Moose Wilson draft EIS with the intent of raising critical questions and suggesting solutions to improve Alternative C.

Teton Village Association ISD is a governmental entity recognized as a political subdivision by the state of Wyoming. While we are not an incorporated

municipality, we are responsible for municipal-type functions. As the elected body representing neighbors that are perhaps most impacted by decisions

regarding access to Grand Teton National Park via the Moose Wilson Road, TV AISD requested cooperating agency status, but was denied. We point this

out only to attract your attention to our comments. Below and in the attached legal analysis we identify specific gaps and improvements that can be made to

the Final EIS that will be better for the environment and wildlife, and keep lives safer. A win-win-win.

Below we address certain gaps in the draft EIS raised in the Holland & Hart legal based review of NEPA compliance. We commissioned this analysis with

Friends of Pathways to provide the most comprehensive expertise in the overall effort to create a visionary and sustainable management plan for the Moose

Wilson corridor, in response to the Park's request for detailed comments that improve the EIS.

Release an RFP for a meaningful transit program

Teton Village residents and business owners value alternative transportation. In partnership with Teton County and the Town of Jackson, we have

successfully integrated transit and biking into our community to reduce traffic congestion and vehicle emissions. Our transit experience and expertise could

benefit the Park. Small eco-transit shuttles with bike racks carrying residents and visitors the 7-mile length of the Moose Wilson Road would keep those

passengers safe, provide an opportunity to educate them about park stewardship and shrink their emissions and environmental footprint.

As discussed in the attached legal memo on pages 10 & 12, "the Park Service dismisses throughout its discussion the possibility of a transit system to carry

visitors to destinations throughout the Corridor ... Ultimately, the impacts of a full transit alternative, both beneficial and adverse, remain unexplored in the

Draft EIS because the Service fails to consider the alternative. The Service has provided insufficient justification for failing to consider this reasonable

alternative, which decision is arbitrary and capricious and violates NEPA."

In our September 2014 comments on the preliminary alternatives for Moose Wilson Road, TV AISD offered to collaborate on a forward-looking transit

system to meet your own capacity limits for vehicles. TV AISD reiterates that offer to explore staging and funding opportunities with Grand Teton

National Park for a comprehensive transit system as envisioned in the 1997 Teton Village Master Plan.

Justify visitor use capacity thresholds and involve local leadership to develop adaptive management policies

Limits on vehicles in the Moose Wilson corridor should be fact-based and rational, within a plan that includes reasonable transit and human powered travel.

Like Teton County, we are not convinced that the proposed capacity numbers adequately protect Park resources and provide sufficient access opportunities

for visitors. Critically missing from the Service's visitor capacity determination is any information (i) tying the 2013 vehicle use figures to any particular

natural resource impact or outcome or (ii) establishing that the 2013 use levels represent the maximum number of people and vehicles that can be

accommodated at any one time in the corridor.

It is a false premise to give equal weight to every visitor, regardless of their mode of travel. Vehicular transportation and human powered/ non-motorized

transportation are not the same impact by accepted scientific measurement. The Final EIS must recognize distinct and different impacts of motorized versus

non-motorized modes of travel. Failing to do so runs counter to the Park Service's own sustainability principles. Once a rational limit for vehicles is

established, the Park should create a system to count long-term parked vehicles separately from those that intend to traverse or spend a short time in the

corridor.

We request more analysis to justify the vehicle caps and proposed queueing lanes. We believe the goal should be to balance resource protection with public

enjoyment in a way that doesn't require the construction of idling lanes or cause increased traffic on other park migration corridors that are higher speed

roads where there is increased risk for vehicle-wildlife collisions and higher wildlife mortality rates.

Include the approved separate pathway to LSR Preserve

TV AISD does not believe the Park has presented sufficient proof of new information on bear activity nor new archeological discoveries to substantiate the

Park Service reversal of the 2007 ROD to construct a pathway between the Granite Canyon entrance and the LSR Preserve. Nor has the Park fully analyzed

the negative impacts to human safety for cyclists and pedestrians by eliminating the formerly approved pathway.

As discussed on page 17 of the attached legal memo, "the Service's preferred alternative, if implemented, is arbitrary and capricious because: (i) "new"

information on human-bear interactions and archeological finds does not justify, and the Park Service has not adequately explained, its changed decision,

(ii) the Park Service failed to consider reasonable mitigation measures to address bear-human interaction concerns, and (iii) the Park Service failed to

adequately analyze the adverse impacts to human safety for cyclists and pedestrians, including people with disabilities, of eliminating the southern

pathway."

The only relevant new information regarding potential impacts to and from bears in the corridor of a pathway comes from the MacHutchon Assessment,

based on four days of observation, anecdotal evidence, and review of grizzly and black bear data in the corridor. The location of the southern pathway

approved in 2007 had less grizzly bear observations over a five-year period than the Jenny Lake area in just one year. The Park Service also failed to

consider reasonable mitigation measures to address concerns about bear-human interactions along the previously approved southern pathway. Measures

such as time of day restrictions and noise mechanisms would significantly decrease the possibility of negative bear/human interactions, while still allowing

safe corridor access without a vehicle.

Nationally, statistics show that park visitors are at far greater risk of fatality from vehicles than wildlife, and in Grand Teton National Park, we have had

two cyclists killed by vehicles. The FHWA Road Safety Audit of the Moose Wilson Road recommended that the Park Service consider a separate pathway

for all or part of the corridor to address long-term safety concerns, among other measures to improve safety, and that the Park collect and analyze additional

safety data. We ask you to conduct such a human safety study that focuses on vulnerable users like cyclists, hikers and horseback riders, and revisit the

arbitrary and capricious decision to eliminate the southern pathway.

Reconsider the Northern segment realignment

The Park Service approved the realignment of the Moose Wilson Road between Sawmill Ponds overlook and the Death Canyon trailhead in its 2007 Final

Transportation Plan to reduce ongoing and significant impacts to wildlife and wetlands. The preferred alternative in the draft EIS would reverse that

decision even though the latest information demonstrates that realignment of the northern segment would provide the greatest benefit to wildlife, wetlands,

and visitors. Per Holland & Hart's attached legal analysis, "the Service's proposed decision to elevate the value of a single archeological site and the

expense of all other resource values is arbitrary and capricious and violates the Organic Act" (Page 12). We request the Park complete further analysis

before vacating the 2007 Record of Decision as it relates to realignment of the northern section of the road.

Address Potential Air Quality Impacts Caused by This Plan

The Draft EIS ignores increased air emissions associated with forced vehicle idling proposed at the north and south entrances to Moose Wilson Road

during peak summer periods, and longer drive times for visitors choosing to avoid lines and access the Park from a different entrance. The Park Service

inexplicably disclaims any increase in air emissions associated with its proposed action when the central component of its preferred alternative would

require that hundreds of vehicles per day idle at the north and south entrances of the Corridor, waiting to proceed under the "one-car-out, one-car-in" rule.

The complete lack of discussion or analysis of these emissions demonstrates that the Park Service failed to consider air quality impacts.

This oversight is particularly dismaying in the context of Secretary Jewell's recent remarks at the International Climate talks in Paris," ... addressing climate

change is the work of every city, every community, and every individual to do their part. We are learning from communities, and we're also working to

empower communities to prepare and adapt." Teton Village wants to do our part to reduce climate change, and that's why we feel compelled to ask you to

re-think your approach and go greener in the final EIS. We think you can do better at innovative, creative and real conservation management.

We know how difficult it is to make everyone happy, and we don't expect you to make us happy; we simply expect to be treated as a neighboring

community with consideration and a reliance on facts to come to smart solutions. In this spirit, we enclose the referenced Holland & Hart white paper,

please review this letter and the enclosed white paper as one. We are proven partners that are sustainably minded & willing to help bring resources towards

good solutions. We all want to do a better job in meeting stewardship obligations - let us help improve a plan that increases public safety and appropriately

addresses access, while mitigating negative impacts to wildlife, natural resources and the environment.

Sincerely,

Jim Terry, Chairman

Teton Village Association ISD

Enclosure: Holland & Hart white paper dated January 19, 2016

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Letter

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Superintendent David Vela

Grand Teton National Park

PO Box 170

Moose, WY 83012

Dear Superintendent Vela:

Thank you for allowing Friends of Pathways (FOP) to comment on the DEIS of the Moose-Wilson (M-W) Corridor. As Teton County's advocate for

sustainable transportation and a complete trails and pathways network for Jackson Hole, the future planning of this area is quite important to us. We

applaud Grand Teton National Park (the Park) for extending two comment periods to the public, and for being very available for questions and comments

during this process. While we appreciate the Park's attempt to balance resource protection and public access through its preferred Alternative C, we believe

there is certainly room for improvement within several areas.

FOP recommends the following additions to the Park's Alternative C, that are in keeping with the Park's governing mandates and in synch with local,

national, and international conservation sentiments to reduce carbon emissions, protect air quality, sustain wildlife habitat and encourage sustainable, low-

impact transportation modes.

1) Provide Justification for the Thresholds Developed for the M-W Road Corridor Capacity and the Carrying Capacity of the Entire Study Area

The Park's preferred Alternative C is a car-centric plan. It presents a static vision for managing the Moose-Wilson Road Corridor visitor-base by setting a

200-car limit with 2.75 people per car that then arbitrarily defines the proposed 550-person carrying capacity of the Moose-Wilson Corridor Study Area.

(See Exhibit G). While FOP is in complete support of the Park's efforts to determine a sustainable number for vehicular use of the road, we do not,

however, support the pseudo-science that has determined both road capacity and study area capacity. The true carrying capacity of the M-W Road itself,

and by default, the carrying capacity of the entire Moose-Wilson Study Area cannot be justified by one data set. The Park's determination that the Moose-

Wilson Road Corridor has a capacity of 200 cars at any one time is an educated guess based on peak numbers in 2013. Furthermore, that questionable

figure of 200 cars has led to an even more important figure, and that is the number of people allowed at one time in the Moose-Wilson Study Area.

The Park illogically combined two very separate environments (frontcountry and backcountry), with separate management requirements, as one study area.

The Moose Wilson Road Corridor contains a well-traveled road, three educational centers (LSR, Murie Center, and White Grass), and two trailheads.

(Arguably, the Park should have also included the Craig Thomas Visitor Center and Park Headquarters in the Moose Wilson Road Corridor counts, since

these areas sit adjacent and are also predominantly visited by vehicles). The Moose-Wilson Study Area contains all of the above, as well as backcountry

acreage and trails that access Phelps Lake, the mouth of Death Canyon, the mouth of Granite Canyon and the base of Mt. Hunt. These backcountry locales

are miles away from vehicular access and parking lots, and require up to an hour or more to reach on foot. The DEIS was flawed from the start by

delineating such a disparate study area with such diverse management requirements and use patterns.

The carrying capacity of the Moose-Wilson Study Area (the entire 10,300 acres) and the carrying capacity of the Moose-Wilson Road Corridor (the road

and its adjacent parking areas, education centers and trailheads) are more justifiably separate management areas; it's misguided to connect the two.

The Park should first verify that 200 vehicles is truly the maximum capacity of the M-W road and its adjacent trailheads and parking areas, and then

develop a separate methodology for determining the capacity of the 10,300-acre study area. Capacity thresholds, whether for trailheads, destinations within

the Corridor or the entire Corridor Study Area, should be determined by evaluating impacts to natural resources and/or visitor experiences, not by how

many cars are appropriate on the road, or how many cars can fit in a parking lot.

Alternative C equates the impacts of cars traveling along the Moose-Wilson road to the impacts of climbers in Death Canyon or runners on the Valley

Trail. Limiting public access to Corridor destinations like Death Canyon, Granite Canyon, Mt. Hunt, Phelps Lake and the Valley Trail based on a single

piece of data-the average vehicle use within the Corridor in the peak season of 2013, is arbitrary and capricious, and fails to develop any nexus between a

person's impacts to wildlife, scenery, hydrology and other natural resources while hiking, riding or climbing in the vast 10,300 acre Moose-Wilson study

area. In fact, the DEIS does not document plentiful evidence of true resource impairment within the Corridor (i.e. wildlife at risk of decline or permanent

degradation). As well, the 2014 User Survey does not justify proposed carrying capacity limits, since a majority of those surveyed in 2014 did not feel that

their experience in the Corridor was compromised or negative. Those that did voice dissatisfaction, were most concerned about parking deficits and the

condition of the road, not about too many people on the trails or the condition of the trails.

The Park has created a quandary by establishing this arbitrary 550-person limit, which in addition to not being based on any substantive resource

impairment, may potentially stymie visiting the Corridor on foot, bike or transit. The Park's determination that visitor use should be restricted within the

Corridor based only on impacts that generally occurred at parking areas and within the road corridor is irrational, and has led to inappropriate restrictions

on public access. As well, by correlating visitor carrying capacity to vehicle carrying capacity, the Park has limited the success of any future transit system

within the corridor.

The NEPA process for determining the Moose Wilson Corridor Study Area carrying capacity is flawed and does not utilize natural resource or visitor

experience information to justify carrying capacity and trailhead thresholds. The Park should reevaluate the methods for determining these thresholds and

then develop the carrying capacities for the Moose-Wilson Road Corridor and the Moose-Wilson Study Area.

2) Partner to Develop an Actionable Model for Transit Options in the Corridor

The Park has done a great job inviting visitors to Find Your Park, and get Every Kid in the Park, but an inadequate, if not negligent job in developing

sustainable methods for handling these invited guests. With over 4 million visitors coming to Grand Teton National Park in 2015, GTNP must take a

serious and meaningful step toward encouraging low impact travel to destinations within the Park, including the Moose-Wilson corridor. The days of "just

saying no" at an entrance gate fly in the face of the ingenuity and creativity that should define our federal park system.

The Park conducted a solid analysis of transit feasibility in 2007, as reported in the 2009 Transit Business Plan. Since those studies in 2007, park visitation

has increased by 2 million people, yet the Park did not include transit as a possible solution for visitor management in this DEIS except a cursory mention

of "commercial shuttle service" in its preferred alternative. Additionally, commercial shuttle vehicles would be counted toward the Corridor's carrying

capacity number, which as noted earlier, is not defined by anything but vehicular impacts. This further emphasizes why it is critical for the Park to develop

a carrying capacity number for the Corridor which is based on significant natural resource impacts caused and created by humans, not just impacts created

by vehicles within parking areas and the road corridor. The difference between the actual carrying capacity of the Corridor (yet to be determined but

certainly higher than the proposed 550) and the proposed carrying capacity of the road corridor (estimated to be 200 cars at 2.75 people per car) will help

determine the size, destination and frequency options for a transit service. This will take additional assessment and NEPA analysis, but will result in a

much improved and legally justifiable twenty-year plan for the Moose Wilson Corridor.

NEPA requires that the Park consider the possible conflicts between its proposed action and the objectives of federal, state, and local land use plans and

policies. By not including any substantive discussion of transit options, and instead, only proposing queuing lanes as a means to mitigate vehicular impacts

in the Corridor, the Park is in direct opposition to local transportation and land-use plans. Both the Teton County Comprehensive Plan and the Teton

County Integrated Transportation Plan emphasize a robust transit program that includes destinations in the Park. Transit has the potential to facilitate public

access to the Park without the negative impacts associated with car-only access. While transit does have the potential to over-run an area or resource with

more frequent visitation, this can be mitigated with site substitution as suggested on page 14 7 of the 2014 Visitor User Survey. The Park must be well

aware of other national parks that have implemented transit programs - the key is to take the best ideas and make them work.

Opportunities are ripe for partnering on transit with Teton County and/or Teton Village Association to develop a shared-cost model for moving people

around Jackson Hole, including areas within the Moose-Wilson Corridor and beyond. The Park should develop a meaningful and actionable plan to

develop transit options for the Moose-Wilson corridor.

3) Address Air Quality and Carbon Emission Issues Created by the Preferred Alternative C

The Draft EIS ignores impacts to air quality and increased carbon emissions associated with: (i) vehicles idling in queue lanes on the north and south

entrances to Moose-Wilson Road during peak summer periods, and (ii) longer drive times for visitors choosing to avoid lines and access the Park from a

different entrance. The Park Service inexplicably disclaims any increase in air emissions associated with its proposed action when the central component of

its preferred alternative would require that hundreds of vehicles per day idle at the north and south entrances of the Corridor, waiting to proceed under the

"one-car-out, one-car-in" rule.

While the number of vehicles in the Corridor under the Park Service's proposal will certainly be reduced, the vehicles attempting access, as projected by the

Park's traffic studies, is only predicted to increase, and the period of peak use each day will be extended as cars wait to enter the Corridor. Thus, a plan that

requires long idle times, or forces visitors to turn around and find another means of Park access, will surely increase, not decrease, vehicle emissions. The

Park should take a hard look at air quality impacts and carbon emissions resulting from its preferred alternative choice and further emphasize low impact

modes of park visitation, such as transit and walking and biking to offset such impacts.

4) Complete Section 106 of the National Historic Preservation Act Before Concluding that the Northern Segment of the Moose-Wilson Road from Death

Canyon Junction to Sawmill Ponds Cannot be Realigned.

One of the more controversial opinions in the Park's preferred Alternative C is the decision to not pursue mitigation of archeological resources in the Park's

northern area by the Sawmill Ponds so that the current road can be moved away from valuable forage and habitat areas in the Study Area. It is

undisputable, that this area sees frequent bear activity, is the site of numerous wildlife jams, adversely impacts wetlands adjacent to the road, and provides

important seasonal forage for many wildlife species. (See Bear Observations by Species on the Northern Portion of the Moose-Wilson Road, Exhibit F).

FOP, along with a large and diverse array of public citizens and conservation organizations, expressed support for northern road realignment in the last

public comment period because it was determined by the Park, that it would be best to relocate the road towards the east in the sagebrush flat. The Park has

given little explanation for its reversal of the 2007 Record of Decision regarding road realignment in this area, except to say that recent

archeological discoveries now preclude this option.

FOP hired an independent archeological consultant to help determine whether the archeological resources, known as site 48TE498, could be properly

mitigated so as to retain the cultural value of the relics while still allowing for road realignment (Review of Cultural Resources Associated with Moose-

Wilson Road, USU Archeological Services, January 15, 2016, Exhibit D). Without access to protected information, the hired archeological consultant was

unable to determine the extent or contents of site 48TE498, but his extensive archeological experience, and his consultations with the Wyoming State

Historical Preservation Office (SHPO) directed him to conclude that "At this point the Park has not come close to meeting all the steps described as part of

the Section 106 process. Based upon the information available to me the NPS has been negligent in not fulfilling its obligations, both legislatively and in

the spirit, of the National Historic Preservation Act. Shutting down communication and discussion on this important issue is not what was intended when

the National Historic Preservation Act was enacted 50 years ago." (Review of Cultural Resources Associated with Moose-Wilson Road, USU

Archeological Services, January 15, 2016, Exhibit D).

As well, in a January 2016 legal analysis of NPS Moose-Wilson Corridor Draft Comprehensive Management Plan/Environmental Impact Statement

prepared by Holland & Hart and commissioned by FOP and Teton Village Association, it states that "[t]he Service's proposed decision to elevate the value

of a single archeological site at the expense of all other resource values is arbitrary and capricious and violates the Organic Act." (Holland & Hart, 2016

Legal Analysis, Page 12, attached to this letter). Adding to the perplexity over the Park's decision to not realign this segment of the road out of critical

wetland and wildlife habitat, is the fact that the Park, mitigated equally or more valuable archeological sites through its trail and visitor improvements

project at Jenny Lake. One conclusion that could be drawn from the Park's unwillingness to mitigate this site is that road realignment into the sagebrush

steppe area would be too expensive and would allow a stronger argument for pathway advocates to construct a complete pathway from Granite to Moose.

Given that the Park's highest mandate (the Organic Act) is in possible violation because of the Park's decision to allow for continued impairment of critical

wetlands and habitat along the northern section of the Moose-Wilson Road, the Park should work with SHPO and complete the Section 106 process before

vacating the 2007 ROD as it relates to realignment of the road.

5) Retain the Southern Multi-Use Pathway to Laurance S. Rockefeller Preserve

Retention of the southern segment of pathway from the Granite Guard Station to LSR Preserve is of utmost importance to Friends of Pathways. This

pathway segment was approved through the 2007 Record of Decision of the Park's Transportation Plan and EIS. Its deletion from the Park's current

preferred alternative is without justification or legal standing. FOP feels strongly that the Park has removed this pathway segment without sufficient proof

to back its claims that new information on bear activity and new archeological discoveries now prevent pathway construction. In addition, the Park has not

fully analyzed the negative impacts to human safety by eliminating the formerly approved pathway.

Like the archeological and cultural resources in the northern section of the Corridor (referenced earlier in this letter), the value of a new archeological

discovery at or near the LSR Preserve, and whether the site can be appropriately mitigated, is unknown. Again, the Park should take the customary course

of complying with the Section 106 process, and collaborating with WY SHPO to determine whether the southern segment of pathway will adversely affect

this site. This analysis should be done in an open and transparent manner.

The only relevant new information regarding potential impacts on bears in the corridor from the construction of a pathway comes from wildlife biologist,

Grant MacHutchon, who developed an opinion piece for the Park based on four days of research, as well as review of grizzly and black bear data in the M-

W Road Corridor. MacHutchon drew much of his conclusions from research on human/bear conflicts with mountain bikers in high alpine areas of Canada.

However, MacHutchon's research did not reference any information from neighboring Yellowstone National Park, which has over 15 miles of non-

motorized roads available for walking and biking that traverse grizzly bear country. As well, MacHutchon stated that there had been no reported problems

with human/bear encounters on established pathways in GTNP, some of which run through areas with grizzly bear observations.

Indisputably, grizzly bears are expanding their historical range in the Greater Yellowstone Ecosystem, and have been sighted in the M-W Study Area, as

well as Teton Village and further south near Teton Pass. This is good news - adaptive measures to bolster grizzly bear populations and still allow for

continued public access to GTNP are working well. The Park should be congratulated for its comprehensive educational efforts and strategies that have

encouraged visitor access to areas in the Park that have permanent or seasonal bear activity. These adaptive and dynamic strategies are working in the

Jenny Lake area, where the Park has invested millions to improve visitor services in an area well known for bear activity (Jenny Lake Bear Observations,

Exhibit E).

The location of the 2007 approved southern pathway sits in an area with less grizzly bear observations in five years than the Jenny Lake area in a one-year

time span (See Attachment Bear Observations by Species in the Southern Portion of the Moose-Wilson Road, Exhibit E). FOP takes issue with the Park's

denial of the formerly approved pathway segment based on the expanded presence of grizzly bears in this area. If the same logic held true across the Park,

there would be no Jenny Lake trail improvement project, no backcountry hiking or camping at Colter Bay. As well, the Park service failed to consider

reasonable mitigation measures to address concerns about bear/ human interactions along the alignment of the southern pathway. Such measures were well-

articulated in both the USFWS Biological Opinion of 2007 and within the MacHutchon report. GTNP is already utilizing seasonal closures, on-the-ground

education, and signage to deter potential wildlife conflict throughout the Park. These, and other potential mitigation measures, such as time of day

restrictions, sight line enhancement, noise and flushing mechanisms, removal of appealing forage, rumble strips, and mandatory group sizes would

significantly decrease the possibility of negative bear /human interactions, while still allowing for a safe means to access the Corridor without a vehicle.

According to the WY Game & Fish in 2014, most grizzly-human conflicts occurred around the Pinedale and Cody areas, and the vast majority involved

livestock. And according to MacHutchon, anthropogenic food is also a common source of bear/human conflicts, especially with black bears. Given that two

of the most common reasons for bear /human conflicts are minimal in the southern section of the Moose-Wilson corridor where the pathway was proposed

to traverse, the chances for negative interactions are small, and only become more likely during the late summer and early fall when bear food sources, like

berries, become available.

While MacHutchon did not recommend the construction of a separate pathway from Granite to LSR, he did qualify that if a separate pathway was to be

constructed, it should stay within close proximity to the road corridor. While FOP supports that a pathway could be constructed within close proximity to

the road corridor, we also believe that the Park should evaluate construction of the pathway in the sagebrush area starting from the Granite Guard station,

and running to its intersection with the Levy Access Road. This alignment would traverse sagebrush habitat that is not considered crucial or as valuable to

bears and other wildlife, according to MacHutchon. A large portion of the pathway could utilize the already disturbed and existing Levy Access road that

crosses Lake Creek via a large concrete bridge and runs to the LSR Visitor Center. Mitigation measures for reducing encounters with wildlife (noted above,

and in the MacHutchon Report) could be utilized along this stretch.

While MacHutchon did not recommend the construction of a separate pathway from Granite to LSR, he did qualify that if a separate pathway was to be

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crosses Lake Creek via a large concrete bridge and runs to the LSR Visitor Center. Mitigation measures for reducing encounters with wildlife (noted above, and in the MacHutchon Report) could be utilized along this stretch.

It is no secret then that a person traveling the Moose-Wilson corridor in a car, on foot, on horseback, or bike, is more likely to be involved in a dangerous

or fatal interaction with another vehicle (or their own), than with a wild animal. Because of the slow speeds of travel for most vehicles in the Moose-

Wilson Corridor, a vehicular collision will likely not be fatal. The same odds are not true for a collision involving a person traveling outside of the car.

Data from the 2014 GTNP Moose-Wilson Corridor Road Safety Audit reported that there were elevated risks for shared use of the Moose-Wilson road.

The risk to bicycles and pedestrians was assessed at moderate-low to moderate-high with a risk of high or extreme injuries. It does not take a lot of speed or

force to injure or kill a person with a car. FOP supports the findings in the 2014 Road Safety Audit that the Park consider a separate pathway for all of part

of the Corridor. We also would like to emphasize that two-thirds of cyclists who responded to the 2014 User Survey expressed concerns with their own

safety on the Moose-Wilson road.

Given the immense and growing popularity of Teton County's pathways network, and national trends for experiencing natural areas on bike, or foot, the

Park has failed to safely address the inevitability of increased use of the Moose-Wilson corridor road by less experienced and more vulnerable users. The

Park's visitors, especially families, will be looking for quick and easy ways to access the Moose-Wilson corridor without the hassle of packing a family into

a car or waiting in entrance lines. With the creation of the LSR Preserve and the Park's nation-wide Find Your Park campaign, demand to visit the Corridor

will grow. This is great for GTNP and great for the nation - we want people to visit, enjoy and value our national park system - especially our younger

generations who enjoy experiencing landscapes outside of the car. But please, make it a safe journey.

Despite calling several inclusions in the DEIS, "safety enhancements for cyclists," FOP does not believe that any of these additions, alone, or together, will

equate to the value of a separate pathway to LSR. In fact, FOP believes that some of the enhancements may be more of a safety liability - specifically

paving the gravel section of the road, and construction of the "safety edge." FOP is not on the record asking the Park to pave the unpaved portion of the M-

W road; in fact, we stated in the past that this dirt section of road, with its potholes and ruts, caused vehicles to slow down and pay more careful attention to

the road. If the Park is going to proceed with paving the road, it should do so for other reasons than to call it a safety enhancement for cyclists - that is

misleading. Paving the road will certainly please the advanced cyclist who already travels the road with confidence, and may entice the intermediate or

beginner cyclist to try riding the road. That does not mean it will make it safer, though it will be easier and smoother.

Paving the road does give vehicles the opportunity to drive faster. This has been proven time and time again in road safety studies. High road-friction, like

curves and narrow lanes will help keep speeds down. FOP does support the speed limit reduction to 20 mph - but it is not a safety measure for pedestrians

or cyclists, unless it is regularly enforced. Nationally, 20 mph is not a widely implemented speed limit, which means that enforcement or physical

deterrents to speed are appropriate and necessary. We sincerely doubt that any agency has the means to assure compliance with a 20 mph speed limit for a

seven-mile stretch of road - especially one with limited resources and a multitude of demands.

FOP feels the same way about "safety edges" as we feel about the questionability of pavement and speed reductions as being true safety enhancements for

cyclists. Safety edges are features that allow four-wheeled vehicles the ability to traction back onto a paved surface if they veer off. If a two-wheeled

vehicle is forced onto a safety edge, there is nothing that will traction the wheels back onto the pavement, which increases the potential for the cyclist to

follow the downhill slope of the safety edge into trees, rocks, etc. That said, the safety edge does provide an emergency buffer that would be a better option

for a cyclist to choose over collision with a car, and vice versa.

Since it will certainly be some time before the Park implements any new "safety enhancements" or changes to the Moose-Wilson road, FOP recommends

three immediate measures on behalf of vulnerable users:

1) Allow bikers to use the Levy Access road that leads from the Moose Wilson road to the back end of the LSR Preserve. This is an existing road that

would give inexperienced and young cyclists a way to get to LSR Preserve while avoiding a very steep ascent and descent that is one of the more

dangerous sections of the road.

2) Station GTNP Pathway Ambassadors in the Moose-Wilson Corridor throughout the summer and fall to educate cyclists and walkers/runners about the

windy and narrow nature of the road, and the absolute need to remain on the side of the road, and not ride or walk abreast. GTNP Pathway Ambassadors

could also help guide cyclists in the Corridor as a way to encourage better traveling behavior and to assist with education or mechanical issues as needed.

3) Signs recommending that walkers, runners and cyclists using the Moose-Wilson Road be "Bear Aware" and carry bear-spray.

In summation, a separate pathway running from Granite Guard Station to LSR Preserve provides the safest method for cyclists and walkers to enjoy the

Moose-Wilson Corridor. That fact, combined with the fact that the southern pathway segment was already approved through a 2007 Environmental Impact

Statement and that no new information refutes the 2007 Record of Decision that confirmed the southern pathway, drives FOP's request for this pathway's

inclusion in Alternative C.

Friends of Pathways values our relationships with Jackson's federal land agencies, and we are committed to partnering to extend support where it is

appropriate or needed. We are fully committed to helping raise the private funds necessary to build and maintain the southern segment of the pathway to

LSR. And look forward to the day when we can provide this assistance to the Park or its Foundation.

Thank you again for taking our comments.

Sincerely,

Greg Epstein

FOP Board Chair

Katherine Dowson

Executive Director

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Correspondence: January 22, 2016

Superintendent David Vela

Grand Teton National Park

P.O. Drawer 170

Moose, WY 83012-0170

RE: Please Support Alternative C for Moose-Wilson Management Plan

I am writing to support the environmentally preferred Alternative C that has been identified as your preferred alternative. This alternative balances wildlife

protection with public use and enjoyment.

Grand Teton is one of America's most iconic National Parks, and the Moose Wilson corridor is prime habitat for grizzly bears. It is imperative to prevent

conflicts between people and bears, and I support the Park's previous efforts to close the road during times of grizzly bear activity.

A separate pathway for cyclists is not needed for Moose Wilson road. The road can safely serve as shared use for cyclists and automobiles. Please manage

and minimize vehicle traffic as outlined in your plan and reduce the speed for all. This will ensure that grizzly bears, moose, and other wildlife are

protected while also ensuring a high quality visitor experience.

For the past several years, the Park Service has been under pressure from pro-development interests to expand the roadway and allow more traffic at unsafe

speeds. Such changes would disrupt prime habitat for the grizzly bears, moose, and great grey owls that call the Corridor home.

I commend and thank the Park Service for proposing to retain the wild, rustic nature of the Moose Wilson Corridor, and urge you to remain strong and

protect it from development and destruction.

Moose Wilson road is a journey through amazing scenic beauty and great wildlife habitat. Throughway taxis and other unrelated commercial enterprises

should not be permitted on the primitive road, with commercial uses focusing only on enjoying and preserving the area's wildlife, scenic, and historical

values. I support the Park Service and the environmentally preferred Alternative C.

Thank you for your help. I support protecting the Moose Wilson Corridor from expanded roads and more destructive development.

Yours truly,

J.Capozzelli

New York, NY

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Letter

Correspondence: January, 23rd 2016

Grand Teton National Park

A'ITN: Moose-Wilson Planning Team

PO Drawer 170

Moose, WY 83012-0170

RE: Moose Wilson Corridor DEIS

These comments are respectfully submitted by Wyoming Wildlife Advocates concerning the Preferred Alternative of the Moose Wilson Corridor

Comprehensive Management Plan Draft Environmental Impact Statement (DEIS). Our membership, board, staff and fellow conservationists in Wyoming

and around the country believe that Wyoming's wildlife are essential to Wyoming's economy and cultural identity. Wyoming's wild, protected spaces are

world famous and are amongst our greatest national icons. Therefore, MWC's wildlife habitat must be protected and balanced with the needs of the visiting

public.

1.) MWC is ecologically rich, diverse and important for wildlife, and must be protected.

The Moose Wilson Corridor (MWC) is an ecological juncture where forests, wetlands, alpine and sagebrush high desert ecosystems blend together. Thus,

this corridor is essential habitat for wildlife including waterfowl, browsing cervids, amphibians, predators such as gray wolves (*Canis Lupus*), and

scavengers. According to retired NPS Senior Biologist Steve Cain, the corridor is essential habitat for grizzly bears (*Ursus Arctos*) and black bears (*Ursus*

Americanus) (Cain 2015). The ecological health of MWC is integral to wildlife in northwest Wyoming.

2. MWC is essential for YNP and GTNP visitors, and is vital in Teton County's economy.

Moose-Wilson Road's importance stems not from its role as a thoroughfare, but from its unique and rich wildlife experience. Over 292 million tourists

attended national parks in 2014, Yellowstone ranked fourth with 3.5 million visitors (Oskin 2015). In 2011, hunters spent \$288 million to spur the

Wyoming economy, while wildlife viewers spent over \$350 million (USFWS 2011). This spending is central to the Wyoming and Teton County

economies, especially in a time when traditional industries such as mining, oil and gas are on the decline (Peterson, 2015). For instance, in 2014-2015,

while Niobrara County saw a 52% decrease in taxable oil and gas sales, Teton County and Albany County saw increases in the tourism sector by 6.4% and

8.8%, respectively (AP 2015).

3.) We Support "Preferred Alternative C".

Wyoming Wildlife Advocates supports "Preferred Alternative C" of the DIES (Vela 2015) because it balances the needs of wildlife and those of the visiting public and provides for substantial private sector spending for the benefit of local small businesses in Teton County. Unpaved sections of the Moose-Wilson Road and Death Canyon Road will be improved, with more drainage capacity. There will be no bicycle path, which could cause conflict with wildlife. Further, low-impact gravel pull-outs with room to accommodate 120 vehicles along the road with a parking lot overlooking Sawmill Ponds, with a total vehicle capacity of approximately 200 vehicles will allow more visitors to enjoy natural resources of Teton County. Such capacity is more than adequate. Signs, at least two - one in each direction - reminding tourists to use pullouts, prohibiting makeshift pull-outs that often develop and destroy wild vegetation should be added. The old Moose Wilson entrance fee station will be replaced with a new entrance fee station that includes queuing lanes, turnarounds, interpretation, and a restroom. Signs would also help enforcement of parking and viewing regulations.

Respectfully,
Roger Hayden
Managing Director

Wyoming Wildlife Advocates
POBox1772
Wilson, WY 83014

References

Cain, Steve. Bears in the Moose Wilson Corridor. National Park Service. 2015.
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Grand Teton National Park

ATTN: Moose-Wilson Planning Team

P.O. Box 170

Moose, Wyoming 83012-0170

Re: Moose-Wilson Road

I challenge you to seriously ponder this question:

"If the Moose-Wilson road did not exist, would you even think of putting it where it is currently?" I would like to think that everyone would agree that it would not only be a bad idea, but it would be a horrible idea.

My wife and I have studied grizzly bears throughout this ecosystem for more than 70 years combined. In 1995 we moved to our current residence located

on the east bank of the Snake River just opposite the southern end of the Moose-Wilson road. Thus we have explored and studied this area and its wildlife

all along both sides of this road for 20 years. Therefore our opinion is not based upon ideology or politics but from our field research based upon an

abundance of field observations.

This area is a critical interface between the foot of the mountains and the adjacent sagebrush plain leading to the Snake River, characterized by a narrow

strip of woodlands, willow communities and numerous riparian zones. As a result it is a virtual wildlife highway in much the same way as the nearby river

bottom, routinely supporting numerous bird species, both small and large mammals and a healthy population of predators, including fox, coyotes, bobcat,

mountain lion, wolves, black bear and grizzlies.

Since the presence of the habituated, roadside grizzly known as bear #399 and her cubs caused such a stir along this road, we should note that most of the

grizzly bears that use this area are rarely if ever seen by either the public or park officials. As an example, we have consistently documented grizzly bear

use along this corridor each year since 1996. Based upon our studies of more than two dozen habituated, road-side grizzly bears throughout the ecosystem,

our rule of thumb is that there are at least 4 to 8 different grizzly bears using the same area that are rarely seen because they choose to avoid near direct

contact with humans and their disturbances. In other words, there are numerous grizzly bears that use this Moose-Wilson corridor at certain times

throughout their active season each year.

We would have to say the general rule also applies to the other wildlife, that is what is observed is merely a fraction of what actually exists because the

majority is readily displaced by human activity, including cars (especially ones that stop), hikers, joggers and bicyclists.

Therefore the best option from a wildlife standpoint would be to simply obliterate the existing Moose-Wilson road, but we know that is not a realistic

option, in part due to the national park mandate to provide for the viewing and recreational enjoyment of same, as well as existing historic uses. A modified

next best option would be to maintain the southern portion to the Rockefeller VC with its trail access to Phelps Lake, maintain the northern portion to the

Sweet Grass and Death Canyon trailhead (plus or minus realignments around the beaver ponds and/or re-routing the northern junction), while eliminating

the middle portion all together. Unfortunately too many people have come to depend upon this road as a shortcut or commuter road and you (the Park

Service) do not have enough say so to overcome the enormous political clout of local business interest represented by local, county and state politicians.

Therefore we believe that the best realistic option is to at least not make it even more of an encumbrance on the local wildlife than it currently is. Therefore

do whatever to re-align the northern section and the Death Canyon trailhead. We would strongly discourage paving the graveled section. You can place all

the 20 mph speed limit signs you want but based upon our experience, this will only increase the average speed limit.

Since your preferred alternative C includes paving this section, you could actually enforce the 20 mph speed limit if you employed speed/ticket cameras

that are used in several major cities. Although it would not be popular, it would best serve the wildlife and help to offset the negative impacts of the road itself.

As to the separate bike pathway we believe it such a bad idea that we consider it a dead issue. Although our friend and colleague Steve Herrero doesn't

have our direct knowledge of local wildlife, he correctly pointed out the absurdity in placing a bike pathway along this important wildlife corridor,

especially where both black and grizzly bears frequent. However we have to question the notion of allowing bikes to use this road in early spring before it

is opened to auto traffic. This makes absolutely no sense.

Early spring is a critical time for all wildlife that has struggled to survive our harsh winters. So why would you want to subject them to additional activities

that would disturb or displace them? Besides, local bikers have the interior park road between the Taggart Lake trailhead and Jenny Lake all to themselves

each spring before this section opens to auto travel. By then they can also use the bike pathway all the way back to the Gros Ventre Junction. So why not

opt for what is best for wildlife in the early spring? Also, the same arguments against a separate bike pathway can also be used if bikes were allowed before

it is opened before autos. Simply stated, there is no justification for allowing exclusive bike use of the Moose-Wilson road in early spring.

Since Alternative C is the preferred alternative (Alternative B is slightly better from our standpoint), you have a major opportunity to significantly negate

the road's negative effect on wildlife. It is common knowledge that most wildlife becomes more active during the early hours at first light and again

towards sunset at dusk. It would be a bold and courageous move but the best compromise to keep the Moose-Wilson road and to minimize its impact on the

local wildlife would be to limit its hours of operation, as an example, have an opening between 5am or 9am each day and a closing time from 8pm or 9pm,

depending on the season. That would be our suggestion but we are afraid that the commuters and folks using it to get to the airport would fight aggressively

against this common sense, wildlife-friendly suggestion.

Thank you for your efforts to balance wildlife use and human demands along this important corridor.

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Comments - GRTE Moose-Wilson Draft EIS

ATTN: Moose-Wilson Planning Team

Grand Teton National Park

P. O. Drawer 170

Moose, Wyoming 83012-0170

Dear Grand Teton National Park Moose-Wilson Planning Team:

RE: Comments on Draft Environmental Impact Statement for the Moose-Wilson Corridor Comprehensive Management Plan, Grand Teton National Park, Wyoming, as announced in the Federal Register, Vol. 80, pages 70832-33, on November 16, 2015:

Timeliness

These comments are submitted in paper form via U.S. Mail postmarked before the first legal business day on or after Saturday, January 30th, 2016, the announced deadline for comments. ORTE Chief of Planning Daniel Noon confirmed by telephone on 28Jan16 that this timing satisfies the published deadline.

Issue Participation History

Thank you for considering these comments. I have met with Park staff regarding management of the Moose-Wilson corridor and road many times over four decades. I submitted formal comments on the "Scoping" stage of this planning process by hand-delivery to Park Headquarters on 6Feb2014. On 15Sept2014 I mailed comments on the Preliminary Alternatives and Notice of Intent to prepare a Comprehensive Management Plan to the Moose-Wilson

Planning Team

A Comprehensive Management Plan for the Corridor is Necessary

I applaud the Park Service for recognizing that the past history of piecemeal management of the Moose-Wilson Corridor has not protected vital Park

resources. I commend NPS for undertaking this comprehensive planning process before approving any more activities in this stressed portion of Grand

Teton National Park. NPS now must complete the development, adoption, and full implementation of a Comprehensive Management Plan for the area now

called the "Moose-Wilson Corridor."

Recommended Decision - Alternative "C" with Modifications

The NPS' s Preferred Alternative "C" has many good features. I support its adoption, with some modifications. The best management actions for separate

issues the Comprehensive Management Plan must address are not gathered in any one of the dEIS Alternatives. A fresh Alternative should be compiled,

with the following provisions:

1- No separate bicycle pathway should be constructed in the Corridor.

The research carried out during this Comprehensive Management Plan process has shown that a separate pathway would cause significant damage to Park

resources. The 2007 Park Transportation Plan decision to allow a pathway along the Snake River levee access road should be permanently rescinded.

The dEIS is incorrect to include drawings [Alternative D design cross-sections] that say "Limit of disturbance will generally be 50' -0" or less" to describe

the disturbance of this proposed bicycle pathway, when the Alternative D map makes clear that a major length of the path around the LSR Preserve will

traverse Park landscape totally separate from the Road. What is the Park Service plan for this proposed bicycle path around the LSR? Will the path follow

the existing service roadway SW of the Preserve center? If so, how will a "serpentine alignment" be achieved? Or, will a new twisty bicycle path be

constructed alongside the existing service road? If so, surely the speedier cyclists will ride on the service road instead of the path. How could this separated

pathway avoid creating increased conflicts between cyclists and wildlife?

2- Do not pave the unpaved portion of the Moose-Wilson Road.

The amount of paved surface should be reduced, not increased.

A. Over time the Park Service has made the Road easier and faster for automobiles to traverse by progressive increases in asphalt pavement, grading, and

dust-suppression chemicals. These NPS steps have changed the character of the road. From formerly being unpaved and rough over most of the distance

from the junction at Moose to the south boundary of the Park, the road is now improved so that only slightly more than one mile is unpaved. This

cumulative Park Service action has invited more automobile traffic and other wheeled traffic such as bicycles. This was NOT the "previous condition" of

the Road, before the Park

Service - largely with no NEPA analysis or forethought - altered its nature.

Making the entire Road a "paved experience" will change public expectations and pressures. The NPS should not expect to "mitigate" the impact that a

fully-paved Moose-Wilson Road will inflict through management controls. Very soon, users will forget that the Road used to be a naturally-constrained

slow, narrow, twisting byway. Users will experience a fully-paved road, and will pressure the Park Service to loosen management controls such as limits

on numbers of vehicles.

I understand that the NPS maintenance staff believes their work would be eased by paving the entire Road. It's a bad tradeoff. The purpose of the

Comprehensive Corridor Management Plan is to end the history of bit-by-bit NPS management decisions that sacrificed Park resources to transportation

expediency. Paving will worsen the pressures opposed to that purpose of the Plan. The stone foundation of the Road can be reconstructed to provide a more

durable base that will resist pothole formation, without applying a pavement surface.

The paving from the White Grass Ranch turnoff south should be removed and that section of the road restored to gravel, as it was not long ago. The extent

of the Moose-Wilson road that is NOT paved should be increased, not reduced.

B. Additional NEPA analysis will be required by law, if paving the now-unpaved section of the Road is part of the final Decision. Paving will create

pressure on future NPS management, and will lead to readily foreseeable future cumulative effects on the Corridor. As CEQ Regulations instruct, at 40

CFR § 1508.8, Effects include: ... (b) Indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still

reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use,

population density or growth rate, and related effects on air and water and other natural systems

3- Keep the existing Road location between Sawmill Ponds Overlook and the Death Canyon road junction.

This will help maintain the historic character of the Road, and will continue a valuable part of the visitor experience. The proposal to relocate the Road to

the East should be rejected. I applaud the NPS for adopting this policy in its Preferred Alternative; it should be part of the final Decision.

Once the Park Service starts relocating and rebuilding the Moose-Wilson Road, the NPS Will not be able to stop until the entire road is upgraded to a much

higher, more destructive, standard. The claim in the NPS brochure that "The new road segments would be constructed to emulate the slow-speed, narrow

winding character of the road corridor" [Alternative B description] is not believable. The proposed new road line will be across open sagebrush flats with

no willows, no water, no sidehill, and no topographic constraints. The NPS cannot "emulate" the existing road character in those conditions.

The dEIS has "wiggle words" such as" ... would be mostly retained in its existing alignment ... " [Table 8, Chapter 2, p.152] regarding future road

construction. The road should stay in its present location. A new foundation can be built for the road without moving it. Where driver sight distances are

short, that should be viewed as a positive feature rather than a problem.

4- Moose Entrance design must be better and more efficient than any Alternative.

The Road should be realigned so all Moose-Wilson Corridor traffic can be controlled by the same single NPS staffer who manages the Park Entrance

Station at Moose. Any queuing or holding areas should be in the immediate vicinity of the Entrance Station. The extensive new impervious surface holding

area proposed in the dEIS maps for Alternatives "C" and "D" is excessive. This large linear parking lot is out of character with the visitor experience

desired for either the Moose-Wilson Road or the Park.

A more compact design can accommodate cars or bicycles which must wait in the queue, and keep them in the immediate supervision of the same person

who staffs the Entrance Station. An improved design can eliminate the need for an additional FTE to administer whichever traffic management system is

adopted, and can allow the traffic management system to be modified over time without having to fund greater personnel costs. An improved design need

not sprawl across the sagebrush landscape as the dEIS proposals do.

All Alternatives except No-Action realign the Moose-Wilson Road to form a single four-way intersection with the spur to the Chapel of the

Transfiguration. This simplistic road-design concept needs to be restudied. For access to the Moose-Wilson Road to be controlled by the Entrance Station,

the realigned Road should join the main Park road at the Station.

5- Motor Vehicle Traffic Management

The motor vehicle traffic metering steps proposed in Alternative C would be a reasonable experiment. I believe the Park Service will modify its motor vehicle management scheme over time. The Corridor Management Plan must not include any physical construction that will interfere with future vehicle management adaptations.

For some users of the Road, a reservation system should be provided to ensure the ability to traverse the Corridor. Worshippers who travel to the Church of

the Transfiguration should be assured of passage, not left to the chance of quotas. Back-country users who wish to reach trailheads should be able to obtain

a Road reservation in advance.

6- Bicycle Traffic Management

Bicycles should be allowed to use the existing road space, subject to the same vehicle quota or numbers management system that is adopted for motor

vehicles. All bicycles using the Moose-Wilson Corridor should be required to have warning bells, safety lights and reflectors, and bear spray before they are allowed to enter.

Conflicts between cyclists and motorists on the single, existing, Moose-Wilson Road should be managed and all possible measures taken to improve safety

for all. I support the proposals to increase user safety education at the ends of the Road. Creating a separated bicycle pathway is not necessary for safety.

Creating a separated bicycle pathway will accelerate other adverse impacts on Park values in the Corridor.

7- Winter Access and Use

The Moose-Wilson Road should continue to be closed seasonally as is done now. No snowmobile use should be permitted. No mechanized travel,

including by over-snow bicycles, should be allowed on the Road during seasonal closure periods. The Road should not be groomed for winter

recreationists; the Park already offers lots of opportunity for that experience. If it is practical to close the Road at the Murie Cabin road junction at the

north, as is proposed in Alternative B, I would strongly support that. If there are maintenance needs at the LSR Preserve and White Grass Ranch buildings

that require winter access, that access should be by over-snow tracked coach, rather than by plowing the Road.

8- Future Management and Control

The Corridor Comprehensive Management Plan should include a direction to future Park managers to preserve all existing NPS management authority. No

construction or maintenance of facilities along the Corridor by private funds should be permitted.

Conclusion

My thanks and compliments to the National Park Service for the patient, thorough, study and research that underlies this draft Environmental Impact

Statement. The new information that has been found about the natural and cultural resources in this area of Grand Teton National Park will improve public

knowledge and NPS management through the future.

Thank you for your attention. Please keep me informed as the NEPA process and Corridor Management Plan advance. Best wishes to all.

Sincerely,

Philip M. Hocker

Manager, ConServCo / Conservation Service Company, LLC